City Council, Regular Meeting

AGENDA

6:30 pm – 10:00 pm

May 3, 2016

Call to Order

Roll Call

Pledge of Allegiance

Approval of Agenda

Presentations/Proclamations

- King County Metro
- Sound Transit ST3

Student Liaison Reports

Public Comment

Note: *This is an opportunity for the public to address the Council. Three-minutes limit per person or five-minutes if representing the official position of a recognized community organization***.** *If you would like to show a video or PowerPoint, it must be submitted or emailed by 5 pm, the end of the business day, to the City Clerk, Melonie Anderson at manderson@sammamish.us. Please be aware that Council meetings are videotaped and available to the public.*

Consent Calendar

- Payroll for period ending April 15, 2016 for pay date April 20, 2016 in the amount of $341,927.37

1. **Approval:** Claims For Period Ending May 3, 2016 In The Amount Of $534,446.72 For Check No. 44170 Through 44294
2. **Proclamation:** National Prevention Week – Substance Abuse and Mental Health Issues
3. **Proclamation:** Affordable Housing Week
4. **Contract:** 2016 Overlay Construction Support/KBA
5. **Approval:** Minutes for April 5, 2016 Joint Meeting with Parks & Recreation/Regular Meeting

6. **Approval:** Notes for April 12, 2016 Study Session

Public Hearings

7. **Ordinance:** First Reading Of The City Of Sammamish, Washington, Pertaining To The Protection And Regulation Of Environmentally Critical Areas In The Sammamish Shoreline Master Program And In The Environmentally Crticial Areas Regulations, Amending Chapters 25.01, 25.02, And 25.08 And 21a.15 And 21a.50 Of The Sammamish Municipal Code.

Unfinished Business - None

New Business

8. **Bid Award:** 2016 Overlay Program

Council Committee/Council Reports

City Manager Report

- Year End Financial Report
- 2015/16 Carry Forward Requests

Executive Session – Potential Property Acquisition pursuant to RCW 42.30.110(1)(b) and Potential Litigation pursuant to RCW 42.30.220(1)(i)

Adjournment

City Council meetings are wheelchair accessible. American Sign Language (ASL) interpretation is available upon request. Please phone (425) 295-0500 at least 48 hours in advance. Assisted Listening Devices are also available upon request.

AGENDA CALENDAR

May 2016	Packet Material Due Date	Time	Meeting Type	Topics
Tues 5/10	05/04	6:30 pm	Study Session	Update: Town Center Critical Area Updates/Shoreline Master Plan Discussion: Public Works Standards Update: Tamarack Stormwater Improvement Project
Tues 5/17	05/11	6:30 pm	Regular Meeting	Presentation: Electrical Permit/ Inspection Program Feasibility Presentation: Urban Forestry Management Plan Update Discussion: Court Services Public Hearing/Ordinance: First Reading Impact Fee Deferrals Public Hearing/Ordinance: First Reading Building Codes Update Pubic Hearing/Ordinance: Second Reading Critical Area Updates/Shoreline Master Plan Resolution: Health & Human Services Task Force Formation <u>Consent Agenda:</u> Proclamation: Affordable Housing Week Resolution: Youth Board Appointments Bid Award: Big Rock Park Well Repair/TBD Bid Award: Inglewood Hill Stormwater Retrofit and Non-motorized Improvement/TBD Amendment:Engineering Services During Construction Inglewood Hill Stormwater Project/Osborn Contract: Construction Management Inglewood Hill Stormwater Project/Perteet Interlocal:Watermain Improvements for Inglewood Hill/Samm Plat Interlocal: :SE 4th Street Transportation Improvement Board Grant Contract: Fourth on the Plateau Fireworks/TBD Contract: Fourth on the Plateau Event Lighting/TBD Contract: Sound for Events/TBD Grant: Zaccuse Creek Fish Passage/King County
Tues 5/24		6:00 pm	Joint Meeting Redmond/Study Session	Update: Issaquah-Fall City Road Open House
Wed 5/25		5:30 pm	Joint Meeting ISD	
June 2016				

Tues 6/7	06/01	5:00 pm	Joint Meeting Planning Commission/ Regular Meeting	Presentation: Parks Commission Hand-off of 2017-22 Parks CIP Presentation: 2017-22 Stormwater CIP Presentation: 2017-22 TIP Presentation: PC Handoff of Stormwater Comprehensive Plan <u>Consent Agenda:</u> Bid Award: 212th Way Repair (Snake Hill)/TBD Contract: 212th Way Repair Construction Support/TBD Ordinance: Second Reading Impact Fee Deferrals Ordinance: Second Reading Building Codes Update
Tues 6/14	06/08	6:30 pm	Study Session	Discussion: 2017-2022 Parks CIP Discussion: 2017-2022 Stormwater CIP Discussion: 2017-2022 TIP • Non-Motorized Projects • Intersection Improvement Projects • Neighborhood Projects
Tues 6/21	06/15	6:30 pm	Regular Meeting	Discussion: Stormwater Comp Plan Discussion: Sahalee Way Project Scope Public Hearing/Resolution Adopting 2017-22 TIP Public Hearing/Resolution: Adopting 2017-22 Parks CIP Public Hearing/Resolution: Adopting 2017-22 Stormwater CIP <u>Consent Agenda:</u>
July 2016				
Tues 7/5	06/29	6:30 pm	Regular Meeting	Presentation: PC Handoff Wireless Regulations PC Handoff/Public Hearing: Ordinance First Reading Wireless Regulations Public Hearing/Ordinance: First Reading Adopting Stormwater Comp <u>Consent Agenda:</u> Contract: Major Stormwater Facility Repair/TBD
Tues 7/12	07/06	6:30 pm	Study Session	Discussion: Wireless Regulations Discussion: YMCA Property Development Discussion: Trails, Bikeways & Paths Planning Update Discussion: Iss. Fall City Road Project 30% Design Update
Tues 7/19	07/13	6:30 pm	Regular Meeting	Proclamation: Women's Equality Day Public Hearing/Ordinance: Second Reading Wireless Regulations Public Hearing/Ordinance: Second Reading Adopting Stormwater Comp Plan <u>Consent Agenda:</u> Bid Award: 228th & Iss. Pine Lake Road Intersection Project/TBD Bid Award: 212th Avenue Non-motorized Project/TBD
Aug 2016				NO MEETINGS
Sept 2016				

Tues 9/6	08/31	6:30 pm	Regular Meeting	Proclamation: Mayor's Month of Concern Food Drive Presentation: PC Handoff of Stormwater Design Manual & LID Code Revisions <u>Consent Agenda</u> Bid Award: SE 4th Street Contract: Trails, Bikeways and Path Plan Consultant/TBD Contract: YMCA Property Development Plan Consultant/TBD Contract: 2016 Non-Motorized Design/TBD Contract: SE 4th Street Construction Support/TBD Contract: Beaver Lake Shop Roof Replacement/TBD
Tues 9/13	09/07	6:30 pm	Study Session	Presentations & Discussion: 2017-18 Biennial Budget Discussion: Revised Surface Water Manual & LID Update
Tues 9/20	09/14	6:30 pm	Regular Meeting	Discussion: Revised Surface Water Manual & LID Code Revisions <u>Consent Agenda</u> Contract: ADA Transition Plan Completion Consultant/TBD
Oct 2016				
Tues 10/4	09/28	6:30 pm	Regular Meeting	Presentations & Discussion: 2017-18 Biennial Budget Public Hearing/Ordinance: First Reading Adopting Revised Surface Water Manual & Revised LID <u>Consent Agenda:</u> Contract: Intersection Improvement Design/TBD Contract: Neighborhood Projects Design/TBD Contract: ADA Transition Plan Completion Consultant/TBD
Tues 10/11	10/05	6:30 pm	Study Session	Presentations & Discussion: 2017-18 Biennial Budget Discussion: 2017-2018 Human Service Grants
Tues 10/18	10/12	6:30 pm	Regular Meeting	Presentations & Discussion: 2017-18 Biennial Budget Ordinance: Second Reading Adopting Revised Surface Water Manual & Revised LID Code <u>Consent Agenda:</u> Bid Award: 2016 Patching Projects/TBD Bid Award: 2016 Guard Rail Repair/TBD
Nov 2016				
Tues 11/1	10/26	6:30 pm	Regular Meeting	Presentations & Discussion: 2017-18 Biennial Budget <u>Consent Agenda:</u> Bid Award: 228th & Iss. Pine Lk Road Intersection/TBD
Tues 11/8	11/02	6:30 pm	Study Session	Presentations & Discussion: 2017-18 Biennial Budget PC Handoff: 2016-2017 Comprehensive Plan Amendment Docket
Tues 11/15	11/09	6:30 pm	Regular Meeting	Presentations & Discussion: 2017-18 Biennial Budget Public Hearing/Resolution: 2016-2017 Comprehensive Plan Amendment Docket <u>Consent Agenda:</u> Resolution: Final Acceptance Major Stormwater Drainage Facility Repair Project Contract: 2017 Water Quality Monitoring/TBD Approval: 2017-2018 Human Service Grants
Dec 2016				

Tues 12/6	11/30	6:30 pm	Regular Meeting	<u>Consent Agenda:</u> Resolution: Final Acceptance Inglewood Trunkline Project Resolution: Final Acceptance 2016 Asphalt Overlay Program Resolution: Final Acceptance 212th Repair Resolution: Final Acceptance 212th Avenue Non-motorized Project Approval: 2017/2018 Human Service Grants
Tues 12/13	12/7	6:30 pm	Special Meeting	Parks, Public Works & Facilities Maintenance Contracts Parks & Public Works Engineering Support Services Contracts
Tues 12/20	12/14	6:30 pm	Regular Meeting	

	To Be Scheduled	Parked Items	Parked Items
•	• Puget Sound Energy Franchise • Economic Development Plan • Traffic Impact Fee Update • ITS System Project Final Acceptance • Department Reports • Adoption Public Works Standards • Off-Leash Dogs • Discussion: Concurrency Ordinance • Comprehensive Plan Transportation Element (2017) Contract: SE 24th St Sidewalk Design/TBD • Discussion: SE 4th Street Project Scope • Lake Sammamish Water Level • Contract: Sahalee Way Design/Perteet	• Review of regulations regarding the overlay areas, low impact development and special protection areas for lakes • Permit Notification Process • Discussion: Inner City Bus Service • Good Samaritan Law	• Mountains to Sound Greenway • Sustainability/Climate Change • Water Quality Update

If you are looking for facility rentals, please click **here**.

March **April 2016** **May**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	**2** 6 p.m. **Short Course on Local Planning Bellevue City Hall**
3	**4**	**5** 8:30 a.m. **Volunteer Trail Work** 9:30 a.m. **Health/Human Services Committee Meeting** 5:30 p.m. **City Council Joint Meeting**	**6** 8:30 a.m. **Volunteer Trail Work** 6:30 p.m. **Parks and Recreation Commission Meeting**	**7** 8:30 a.m. **Volunteer Trail Work** 9 a.m. **Transportation Committee Meeting** 6:30 p.m. **Planning Commission Meeting**	**8**	**9** 1:30 p.m. **Master Gardener Workshop: Fruits & Berries**
10	**11**	**12** 8:30 a.m. **Volunteer Trail Work** 6:30 p.m. **City Council Study Session**	**13** 8:30 a.m. **Volunteer Trail Work**	**14** 8:30 a.m. **Volunteer Trail Work**	**15** 8:30 a.m. **Art Exhibit - Gail Twelves "Eye to Eye"**	**16** 9 a.m. **Celebrate Earth Day!**
17 5 p.m. **Call to Artists - 10th Annual Sammamish Arts Fair**	**18**	**19** 8:30 a.m. **Volunteer Trail Work** 9:30 a.m. **Public Safety Committee Meeting** 6:30 p.m. **City Council Meeting**	**20** 8:30 a.m. **Volunteer Trail Work** 10 a.m. **Communications Committee Meeting** 3 p.m. **Finance Committee Meeting** 6 p.m. **Sammamish Youth Board Meeting**	**21**	**22** 6 p.m. **Exhibiting Artist Reception**	**23** 11 a.m. **Sammamish Walks**
24 10 a.m. **Sammamish Spring Recycling**	**25** 1:30 p.m. **Transportation Committee Meeting** 6:30 p.m. **Arts Commission Meeting**	**26**	**27** 10 a.m. **Communications Committee Special Meeting** 7 p.m. **Beaver Lake Management District Meeting**	**28**	**29**	**30** 10 a.m. **Rig-A-Palooza** 10 a.m. **Sammamish Community & Aquatic Center Grand Opening Celebration** 1 p.m. **"Au-Some Artists!"--FREE Inclusive Event**

If you are looking for facility rentals, please click **here**.

May **June 2016** **July**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 4 p.m. **Sammamish Farmer's Market** 6:30 p.m. **Parks and Recreation Department Meeting**	**2** 6:30 p.m. **Planning Commission Meeting**	**3** 5 p.m. **Skate & Big Screen**	**4**
5	**6**	**7** 5 p.m. **Joint Meeting City Council/Planning Commission**	**8** 4 p.m. **Sammamish Farmer's Market**	**9**	**10**	**11** 1:30 p.m. **Master Gardener Workshop: Garden Pests and Diseases**
12	**13**	**14** 6:30 p.m. **City Council Study Session**	**15** 4 p.m. **Sammamish Farmer's Market**	**16** 6:30 p.m. **Planning Commission Meeting**	**17**	**18** 10 a.m. **Sammamish Walks**
19	**20**	**21** 6:30 p.m. **City Council Meeting**	**22** 4 p.m. **Sammamish Farmer's Market** 4 p.m. **Sammamish Walks**	**23**	**24**	**25**
26	**27** 6:30 p.m. **Arts Commission Meeting**	**28**	**29** 4 p.m. **Sammamish Farmer's Market**	**30**		

METRO CONNECTS

King County Metro's long-range vision

More Service

Expanded service to more customers with the next generation of RapidRide, new all-day express service, and flexible local service options.

More Choices

Innovative solutions that make transit work for anyone, any time, any place. A future where there's always a good travel option.

One System

Better connections throughout our region, including more bike and pedestrian paths, parking, and new transit centers.

Draft Long-Range Plan | Spring 2016

King County METRO

King County
METRO
Department of Transportation
Metro Transit Division
King Street Center, KSC-TR-0415
201 S. Jackson St
Seattle, WA 98104
206-553-3000 TTY Relay: 711
www.kingcounty.gov/metro

Alternative Formats Available

206-477-3832 TTY Relay: 711

Para solicitar esta información
en español, sírvase llamar al
206-263-9988 o envíe un mensaje
de correo electrónico a community.
relations@kingcounty.gov

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Introduction and Summary

King County METRO

METRO CONNECTS is King County Metro's vision for offering you more service, more choices, and one easy-to-use system over the next 25 years.

This long-term vision is not Metro's alone—it grew out of a highly collaborative process. In 2015, Metro invited transit customers, King County cities, Sound Transit and other transportation agencies, businesses and others to join us in crafting a vision for our future public transportation system. Through community forums, advisory group meetings and other opportunities, hundreds of participants shared their needs, hopes, and ideas for getting around better.

Together, we envisioned a new era of public mobility: an interconnected system of transportation choices that move people farther, faster and more reliably to places they want to go, with ease, comfort and safety.

Why now?

METRO CONNECTS responds to urgent needs and exciting possibilities. It aims to:

Accommodate population and job growth

Meet increasing transit demand

Promote equity and social justice

Connect people to Link

Reduce emissions

Use emerging technology to enhance customer service

Key elements of the plan

- **20 new RapidRide lines** around the county, that would arrive every 5 to 15 minutes or better all day—a total of 26 lines.
- **New express service** that would arrive every 15 to 30 minutes or better all day, connecting centers where many people live and work.
- **Local services tailored to community needs.**
- **Connections to Link.** As Sound Transit extends Link, Metro service would get people to light rail stations.
- **Expanded travel options** such as community shuttles, "right-now" ride-sharing apps, partnerships with companies like Lyft, Uber and Microtransit, and more innovations as new technologies and services emerge.
- **600 miles** of service with improvements to keep buses moving swiftly, such as bus lanes and transit signal priority; 300 of these miles would be for the proposed RapidRide expansion.
- **One easy-to-use system:**
  - More real-time customer information, such as how many seats are available on the next bus.
  - New and improved paths, sidewalks and wayfinding signs to transit stops.
  - Improved bus stops, shelters, and transit centers.
  - Managed park-and-rides to maximize ridership.
  - Buses and stops designed to make boarding and riding easy for everyone—including riders with wheelchairs, luggage, or strollers.
  - Fast, easy fare payment.

What it would take to achieve the METRO CONNECTS vision

- **Coordinate plans for transit service with cities' comprehensive plans** to make the most of investments in transit and urban development.
- **Pursue grants and form partnerships** with cities, businesses, and partner agencies to fund projects that help buses travel faster and more reliably, free up parking spaces, and make it easier to bike and walk to transit stops. Opportunities for transit-oriented development would be explored.
- **Develop the Metro workforce, fleet and facilities** that would be needed to deliver the expanded and enhanced service envisioned in METRO CONNECTS.
- **Start making improvements as soon as possible,** and continue expanding the transit system incrementally over the next 25 years, collaborating with local governments. The timeline would be affected by local development, changes to the street network, and the buildout of Sound Transit's regional transit network. Attaining the vision would require investment beyond Metro's existing resources; Metro would continue to update financial projections, support regional solutions, and develop detailed implementation plans.

We invite you to learn more and get engaged in planning and building the transit system of the future.

Metro is sharing the draft METRO CONNECTS vision and listening to public comments in April and May. The final version will be available this summer.

Visit kcmetrovision.org

- View an interactive map of the proposed service network.
- Fill out a survey.
- View a calendar to find an open house in your community in April or May.

For more information, contact:
Tristan Cook, Community Relations Planner
tristan.cook@kingcounty.gov
206-477-3842

What we plan to achieve

2x

Transit ridership **DOUBLES.**

Metro buses arrive at Link stations every **1.5 MINUTES.**

20% ↗ 70%

Percentage of people within ½ mile of frequent service more than **TRIPLES.**
85% of low-income or minority communities are within ½ mile of frequent service.

24% of commuters take transit, up from 14% today.

EMISSIONS REDUCED.
300,000 fewer cars are on the road every weekday.

CHAPTER 1

More Service

King County METRO

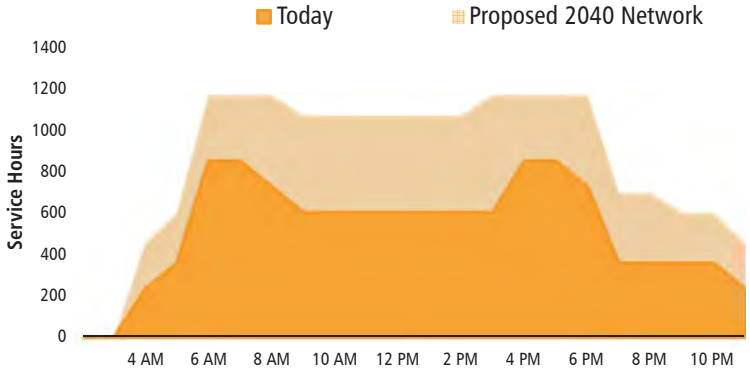
METRO CONNECTS envisions more frequent and reliable transit service, all day, every day, throughout the county. We would achieve our vision by working with our partner agencies and jurisdictions to build an interconnected regional system that works for our customers.

How the network would change

To serve the growing number of people living and working in King County, Metro must dramatically expand service over the next 25 years[1]. METRO CONNECTS proposes an increase in service hours of approximately 70 percent, for a total of roughly 6 million service hours annually. We estimate that transit ridership in King County would double as a result of increased productivity and coordination with other transit providers. To make sure those hours provide the greatest benefit possible, METRO CONNECTS presents a vision of the future service network that reflects these principles:

- **Connect to regional transit.** Metro would provide frequent connections to Sound Transit Link light rail and other regional high-capacity services.
- **Meet existing transit needs.** Every year, we use our service guidelines to assess system performance and identify corridors that need more service. The METRO CONNECTS network would assign more frequent service to meet today's demand as well as future needs.
- **Provide for future growth.** As we developed this plan, we engaged King County cities to identify areas where growth is planned. We would regularly work with our partners to update the plan and maintain a shared vision about how transit services can best meet local needs.
- **Serve more types of trips.** As shown in Figure 1, the future network we envision would provide much higher levels of service throughout the day and into the night. Service would be much more frequent in the morning and afternoon to serve commuters, and transit would be more useful to more people all day long.
- **Flexible planning.** No one transit solution fits the entire county; there are many different needs for different areas and populations. METRO CONNECTS proposes to expand funding for alternatives to fixed-route bus service and for innovative new service programs. This plan establishes the framework for assessing and embracing new technologies and service advancements and integrating them into our system directly or through partnerships.
- **Recognize the need to help services run faster and more reliably.** Transit is most efficient and effective if it's supported by corridor improvements that keep buses moving. METRO CONNECTS proposes significant capital investments and system-level planning to help buses run faster and spend less time at stops.

Figure 1
Variation in Service Hours by Time of Day, 2016 and 2040



For more information about how we designed the METRO CONNECTS service network, see our Concept Development Report at www.kingcounty.gov/conceptdevelreport

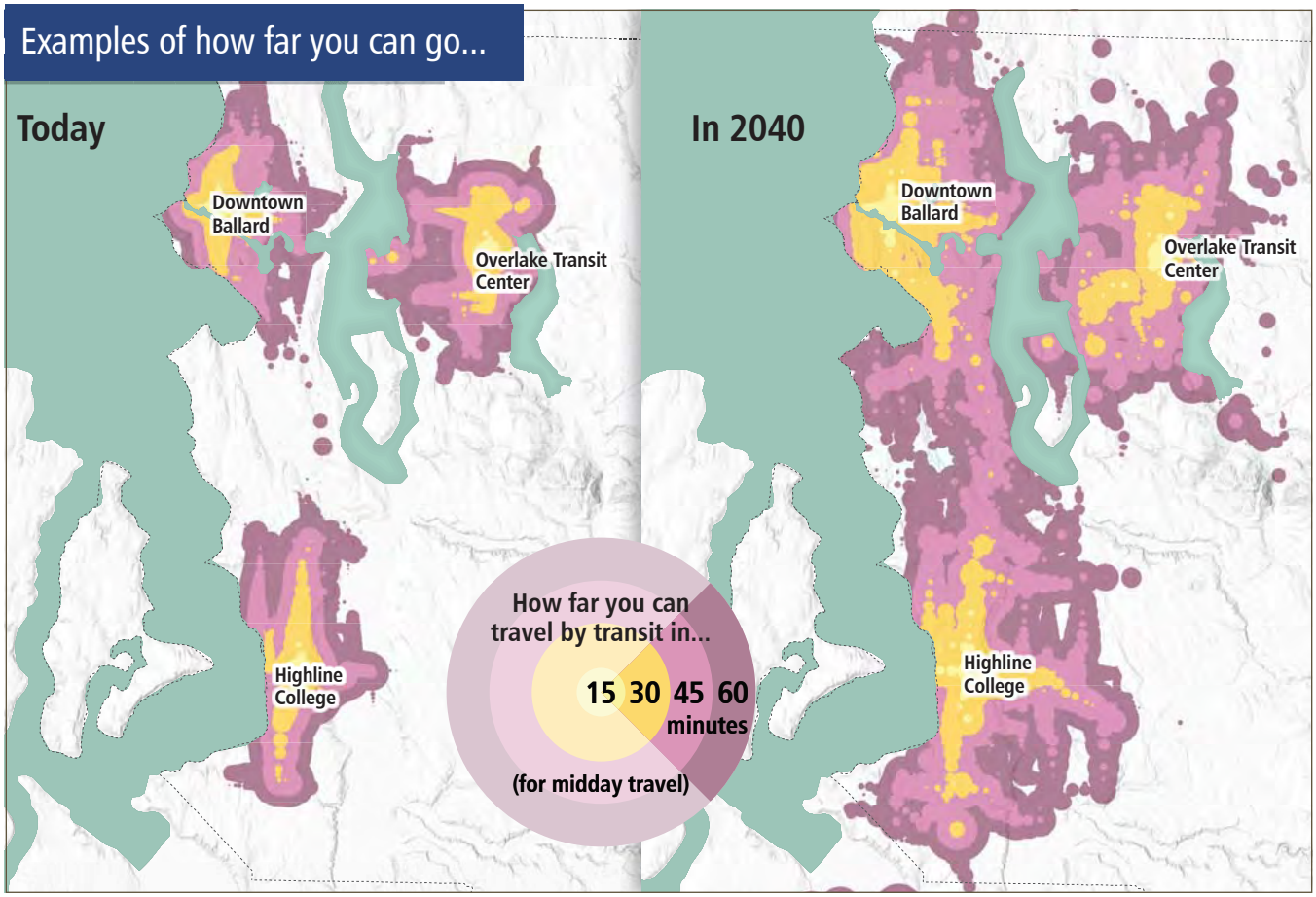
1 The Puget Sound Regional Council projects that the region will have 1 million more people and 850,000 million more jobs by 2040, and Metro's annual service is envisioned to grow from 3.5 million hours to 6 million hours annually.

The benefits METRO CONNECTS would bring

A central goal of METRO CONNECTS is to make it easier to get around King County using transit. Expanding the number of places you can go and decreasing the time it takes to get there would mean that more people would find transit to be a good choice more often. As shown in Figure 2, substantial investments in new service and in projects to help transit move faster would significantly increase the distance you could go in the same amount of time compared to today.

This anticipated mobility gain would stem largely from the integration of Metro and Sound Transit services. METRO CONNECTS proposes a network that is integrated with Sound Transit's existing, planned and proposed investments. As Sound Transit's system expands, Metro would reorient service hours toward new and improved connections with rail stations, invest additional hours in improved service in existing high-demand bus corridors, and bring service to areas not currently served.

Figure 2
Expanded Travel Sheds

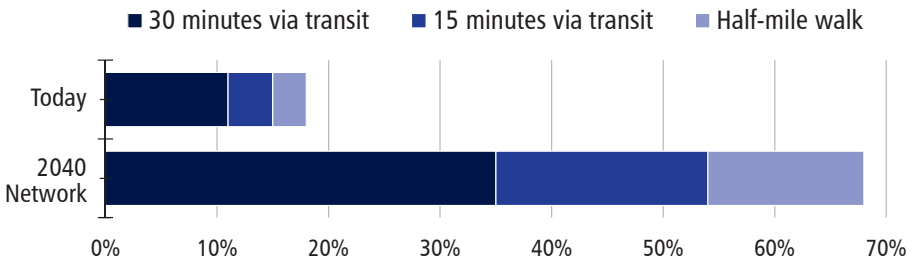


The travel sheds shown above include walking time, average amount of time waiting for the bus, travel time, and any transfer time between buses.

The starting point for each example is:
- downtown Ballard—15th Ave NW and NW Market St
- Overlake Transit Center—NE 40th St and 156th Ave NE
- Highline College—S 240th St and Pacific Hwy S.

Metro would play a key role in giving King County residents access to the regional system. After Sound Transit's planned and proposed investments are completed, 14 percent of King County residents would be within a 10 to 15 minute walk to Link stations (a half-mile distance). However, when METRO CONNECTS bus service enhancements are considered, an additional 20 percent would be within 15 minutes to Link by transit. In total, 70 percent of King County residents would be within a 30-minutes bus ride or walk to Link. (See Figure 3.)

Figure 3
Link Access Today and in Proposed 2040 Network



The benefits of expanding transit go beyond an individual's ability to get around better:

Transit would play a bigger part in managing traffic congestion. The service network we envision would result in an increase in peak-period transit mode share from 12 percent today to 24 percent in 2040. That shift would mean that approximately 300,000 additional cars could be taken off our roadways every day. By carrying more people in relatively little space, transit would increase the potential productivity of our transportation system.

If those vehicle trips were not replaced by transit, approximately 16 new freeway lanes and more than 2,000 acres of parking would be required to accommodate them, costing billions of dollars.

Our environment would benefit from increased transit. In King County, nearly 50 percent of all human-caused greenhouse gas (GHG) emissions result from transportation[2]. By providing a transportation alternative that reduces the number of cars on the road, transit is a powerful tool to help rein in those emissions.

Compared to a future with only minimal transit service expansion, the future network would reduce vehicle miles traveled for King County by more than 8 million miles per day, which equates to an annual reduction of about 1.7 million metric tons of GHG emissions. This reduction in GHG emissions is the equivalent of planting more than 5,700 acres of trees per year.

The network we envision would be more efficient than the current network, and GHG emissions per passenger mile would decrease by a third, from 0.49 pounds of CO_2 per mile to 0.33 pounds.

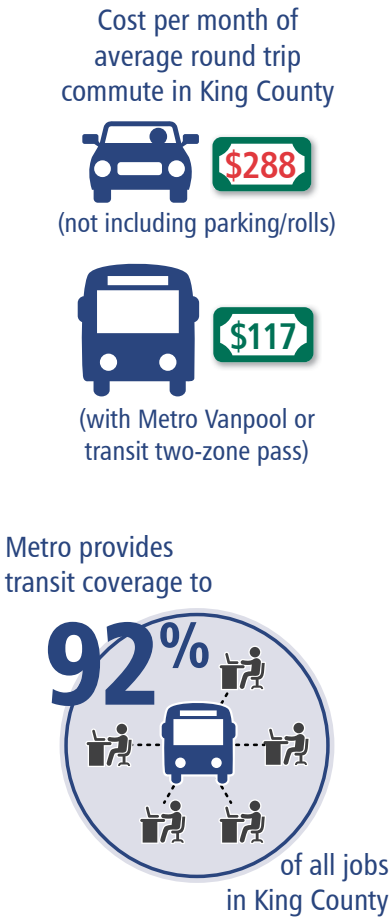
King County's Climate Action Plan

King County's adopted 2015 Strategic Climate Action Plan (SCAP) sets targets for King County to increase transit ridership from 127 million in 2015 to 225 million by 2040, helping the region meet the Puget Sound Regional Council's goal of doubling transit ridership by 2040.

A priority action in the SCAP is to grow transit service through 2020 without increasing net greenhouse gas emissions. This would be accomplished through advancements in fleet fuel efficiency and the transition to an all-electric and hybrid motorbus fleet. By the end of 2016, as much as 80 percent of Metro's bus fleet will be hybrid, electric, or battery-powered.

2 King County Department of Natural Resources, http://your.kingcounty.gov/dnrp/measures/2015/indicators/cc-ghg-emissions.aspx

Figure 4
Economic Benefits of Transit (in 2015)



Transit would continue to support our economy by providing an affordable means of transportation to jobs, educational opportunities, and other life essentials. Intermodal connections such as service to Sea-Tac airport and the ferry system would help expand the reach of our economy.

Figure 4 shows how Metro can also save riders money in the near term. For the average drive-alone commuter in King County, commuting costs roughly $290 per month, without factoring in parking and tolls. A transit pass covering the same trips costs less than half that amount—$117. Taking transit would result in savings of $173 dollars a month or more than $2,000 a year. Future increases in the cost of driving and parking could amplify the savings.

The benefits of transit extend far across King County. Today, Metro provides transit coverage to 87 percent of all King County residents[3] and 92 percent of all jobs. Approximately 35 percent of households in the county are regular riders (taking at least five transit trips per month), and nearly 45 percent of all households use Metro at least once a month[4]. More than 1,900 local employers and educational institutions provide monthly transit passes to approximately 300,000 employees and students.

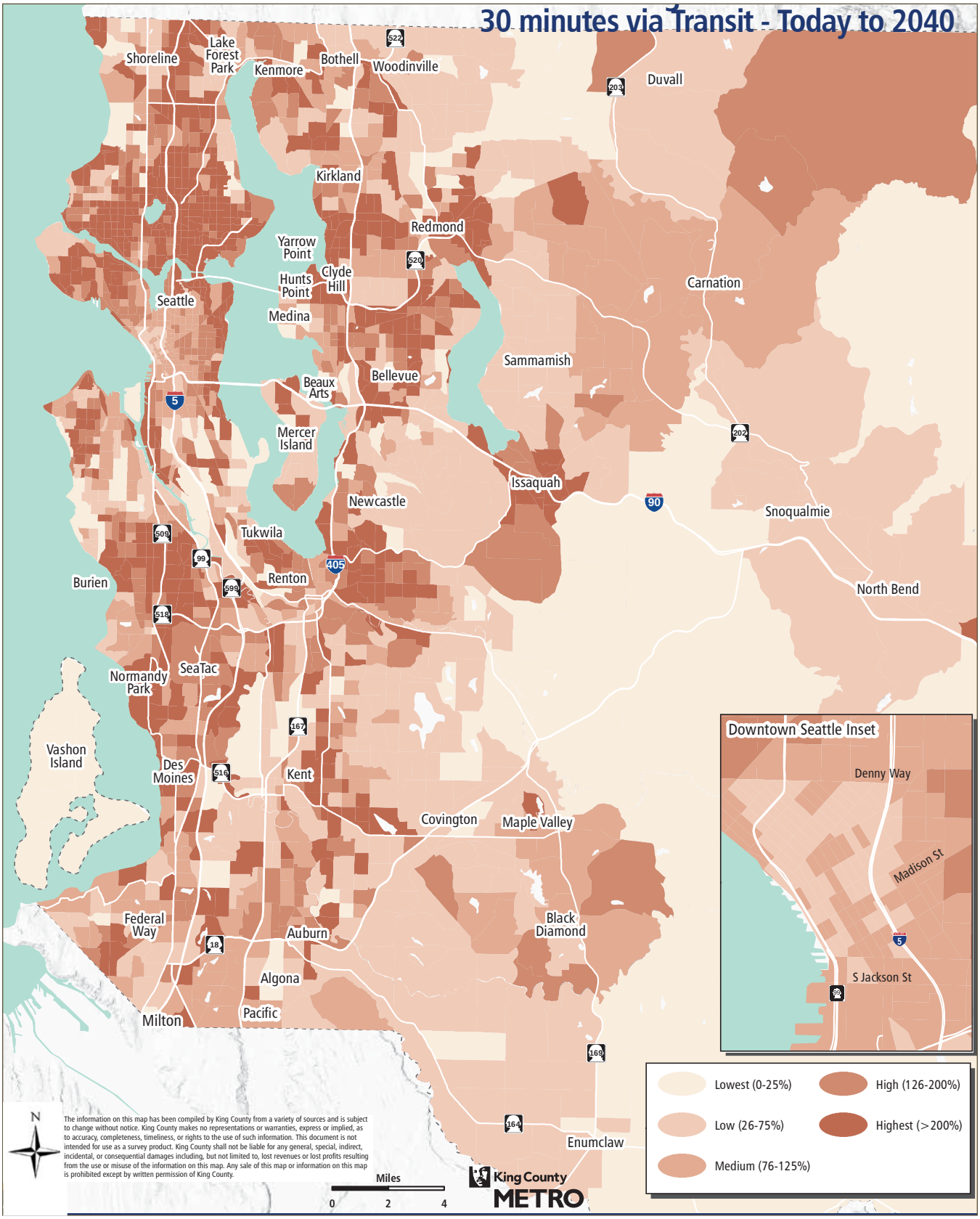
Implementing METRO CONNECTS would dramatically expand the number of places King County residents could get to in just 30 minutes of travel time. As we planned the future network, we analyzed the number of jobs that would be accessible within 30 minutes by transit. Figure 4 shows the percentage change compared to today, with many parts of the county seeing 150 percent increases in the number of jobs accessible within 30 minutes by transit, compared to today.

Transit provides many other benefits, such as safe travel, health dividends from walking or biking to transit, social benefits of more community spaces and travel opportunities, and mobility for people who cannot or choose not to drive. As the portion of our population over age 65 increases, transit can help give our older community members continued mobility.

3 Calculation includes the number of residences within two miles of a park-and-ride lot that can access transit by vehicle and the number of residences within a quarter-mile/half-mile walking distance from transit stop for access to local/frequent services, respectively.

4 "2015 Rider/Non-Rider Survey," Northwest Research Group for King County Metro, 2015.

Figure 5
Envisioned Change in Jobs Accessible in 30 Minutes via Transit



The proposed future network

The proposed METRO CONNECTS network includes three broad categories of service:

- **Frequent, "show up and go" service.** The proposed network would have far more frequent service than today, with 60 percent of Metro buses arriving at stops every 5 to 15 minutes. METRO CONNECTS also plans for the next generation of RapidRide, proposing to add 20 new lines and upgrade the current lines to have higher levels of transit priority than we have today.
- **Express service all day, two ways.** Limited-stop express services would be more frequent and run throughout the day and evening, providing more travel options between regional centers and flexibility for commuters and students.
- **Local services, including both fixed-route and flexible services that would be tailored to local needs.** Local services would provide transit access to more places, more often, throughout the day and night. Local services would also be more flexible, innovative and cost-effective, giving customers options where fixed-route bus service is not a good fit. These solutions might be provided by Metro or through partnerships with private providers.

Major investments in regional transit will play a big role in how and when the future bus transit network would be developed, and this plan provides the basis for them. In addition to restructuring service around new Link stations, we would proactively implement new service, such as new RapidRide lines, as well as service enhancements to connect more people with Link. We constantly make improvements to the Metro service network, and are already working to develop speed and reliability improvements that would provide better connections with centers throughout the county. Read more about how we would roll out improvements in Chapter 5.

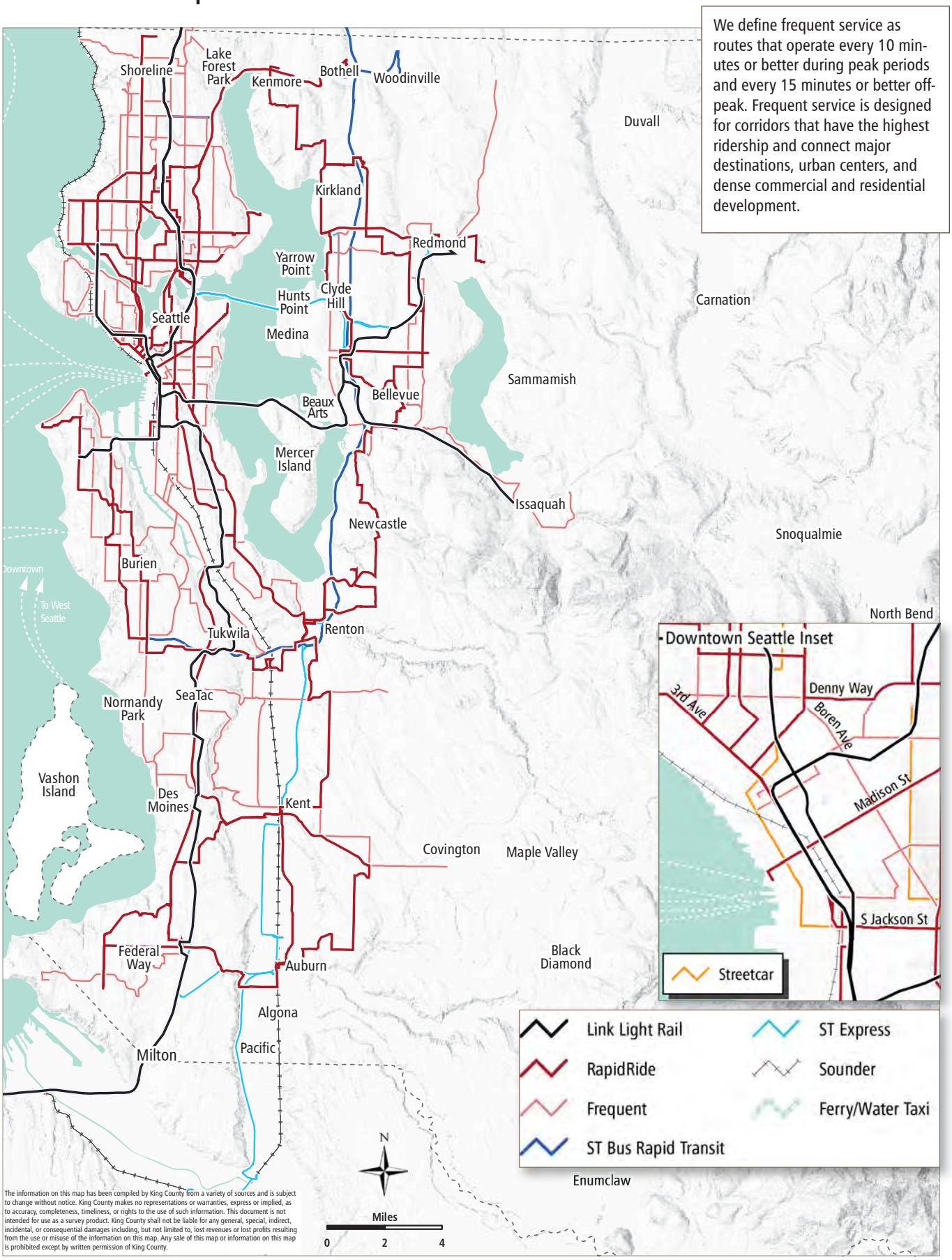
Figure 6
Summary of Service in the METRO CONNECTS Network

Service	Definition	Buses would arrive every…	Where best used	Proposed hours operating per day
Frequent	Show up and go service with investments for speed and reliability, starts early and runs late in the day.	5-15 minutes	Long, dense corridors with many destinations	20
Express	Limited-stop service between regional centers, all-day, both ways. Includes peak-period service.	15-30 minutes most times of day 10-15 minutes frequent express	Between centers of high demand, high travel speeds	15
Local and Flexible*	Includes fixed-route bus as well as alternatives such as vanpools, DART, community shuttles, real-time ridersharing and more.	30 minutes	Lower density or hard-to-serve areas	18

* METRO CONNECTS used a network of local fixed-route bus service to approximate the future locations and quantity of local service. However, in implementation, this service may be developed in different ways according to local needs. Additionally, Metro's Alternative Services Program could be extended and expanded in the future.

Figure 7
2040 METRO CONNECTS Service Network

Figure 8
METRO CONNECTS Frequent Service Network



Frequent service

A cornerstone of the network we envision is frequent, fast and reliable bus and rail service connecting major county destinations. Implementation of METRO CONNECTS would provide frequent service on corridors where many people live and work—70 percent of King County residents and 80 percent of jobs would be within about a 10-minute walk to a frequent bus or train. An extensive network of nearly 600 miles of frequent service, shown in Figure 8, would let riders travel farther, faster and more conveniently than today.

RapidRide

Enhanced and expanded RapidRide would be the centerpiece of the frequent service network we envision.

This hugely successful bus rapid transit (BRT) program provides frequent service and enhanced customer amenities in major travel corridors. The amenities and improvements made on RapidRide lines represent Metro's best and most innovative transit features. As with all of Metro's services, these enhancements will evolve.

Metro currently has six RapidRide lines. Since the launch of the first line in 2010, combined ridership on the RapidRide A to F lines has increased more than 50 percent above the bus routes they replaced; the lines carry about 60,000 passenger trips per weekday. Travel times have decreased as much as 20 percent, with most lines saving one to five minutes per trip. Service is more reliable, and customer satisfaction is high. Today, RapidRide carries about 15 percent of Metro's total ridership using about 11 percent of the service hours in our system.

METRO CONNECTS would build on this success by continually improving operations and enhancing the customer experience on existing RapidRide service. Our current six lines would be upgraded, with investments in passenger amenities such as shelters, fare payment devices, real-time arrival information, and transit priority investments. Existing lines might also benefit from Metro's proposed investment in major regional projects, such as completion of gaps in the roadway network and new bridges and overpasses that provide transit priority features.

The METRO CONNECTS network also envisions additional lines to finish the RapidRide "alphabet," providing high-quality BRT services throughout King County. The plan proposes 13 new routes by 2025, and completion of the remaining seven by 2040.

The end result would be 300 miles of improved and new RapidRide service around the county. Approximately 50 percent of all RapidRide service, including lines planned by the City of Seattle, would run in dedicated transit lanes. At least five lines would be targeted to meet international BRT certification standards.

We propose working with local partners in all RapidRide corridors to invest in speed and reliability improvements above and beyond those made to date. Metro, Sound Transit, and local partners have already started to identify where major investments are needed to remove bottlenecks on high-ridership corridors slated for rail-like bus service—for example, a more direct path for the existing F line.

Development near frequent service

Metro's transit-oriented development (TOD) program puts new housing near frequent service, giving residents more travel options and boosting ridership.

The South Kirkland Park-and-Ride, completed in 2014, marks King County's eighth transit-oriented development. The project includes a new transit center, garage, and market rate and affordable housing. It has 184 market-rate units and 58 affordable housing units with easy access to transit in an opportunity-rich location. Twelve of these units are for families that are homeless—a growing problem in King County.

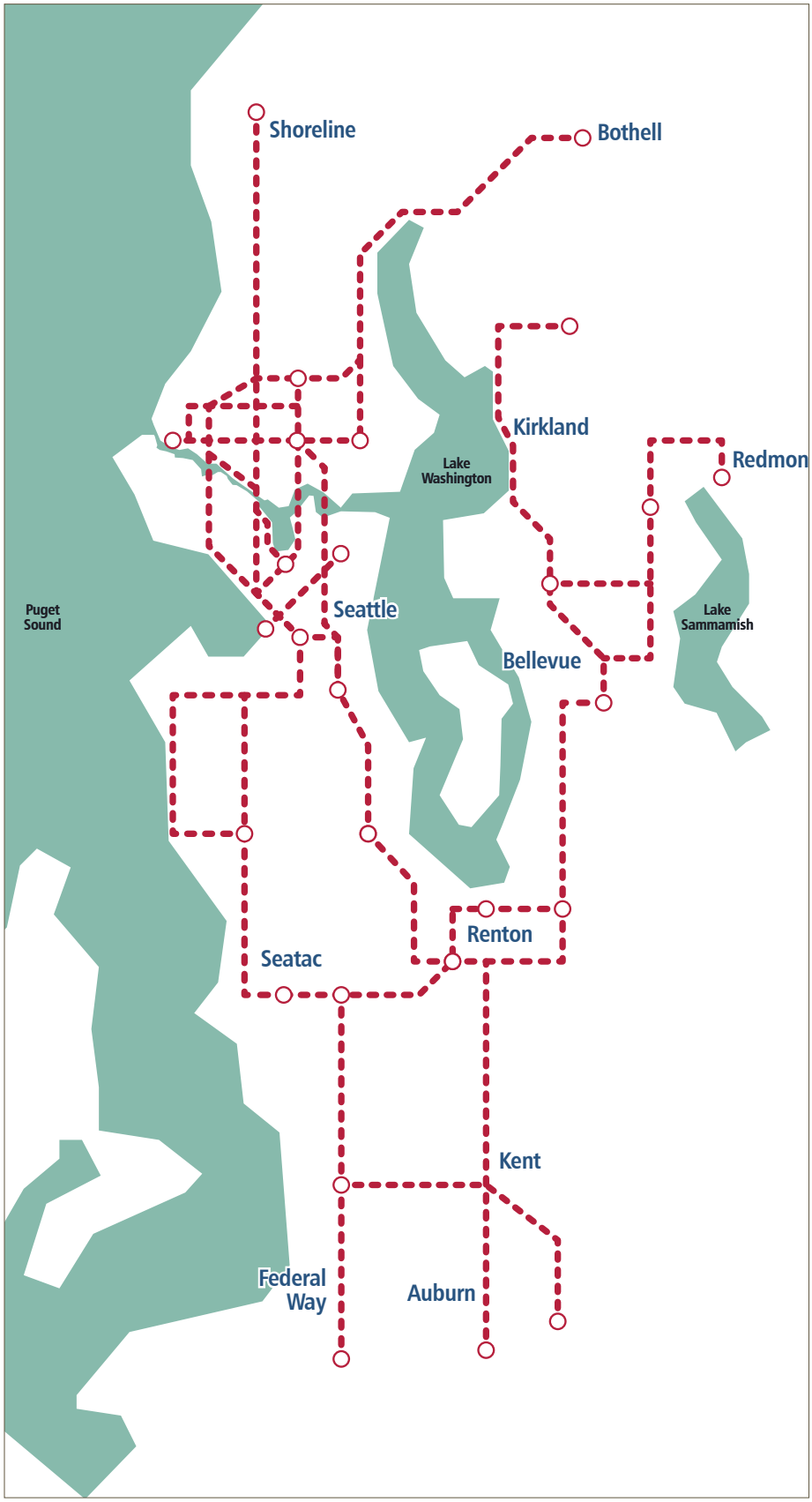
Parking improvements include 530 parking stalls for Metro riders in a three-and-a-half floor freestanding garage set into a hillside. Surface parking has an additional 323 park-and-ride stalls.

The project received several sustainable certifications: Built Green 4 Star, Evergreen Sustainable Development Standard, and King County Sustainable Infrastructure Score Card.

A corridor must meet several criteria for RapidRide service to be considered:

- Has high ridership and unmet demand.
- Serves major regional destinations.
- Has transit pathways that are conducive to higher travel speeds and transit priority treatments.
- Partners are willing to help support roadway improvements.

Figure 9
METRO CONNECTS 2040 RapidRide Network



Frequent-service investments would:

- **Enable more people to reach the transit system.** METRO CONNECTS would expand frequent service hours by 90 percent over today, increasing the percentage of county residents within a 10-minute walk of transit service from 20 percent to 70 percent.
- **Promote opportunities to implement transit-oriented development** throughout King County and enable more people to live in transit-rich areas.
- **Enhance travel speeds and reliability** on two-thirds of the 600 miles of frequent service.*
- **Expand and improve our popular RapidRide program:**
  - Target five lines for the level of BRT service that meets international certification standards (highest ridership, most on-time).
  - Finish the RapidRide "alphabet" with 13 new routes by 2025 and seven additional new routes by 2040.
  - Improve the existing six RapidRide lines by developing additional transit-exclusive right-of-way on congested route segments.
  - Make improvements on existing and future RapidRide lines to enhance and maintain travel speeds and reliability.
  - Use current and future advancements in technology to continually improve our RapidRide service.

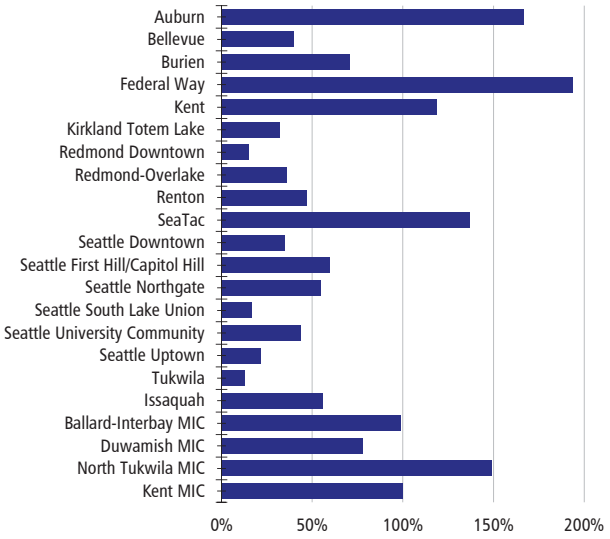
* This figure is in addition to locally-funded planned transit-prioritized roadways at the time of plan development, such as the Move Seattle investments.

Express service

As King County grows, most people and jobs will be concentrated in regional growth centers. The Puget Sound Regional Council expects that cities containing regional growth centers will accommodate just over half of population growth and 71 percent of job growth by 2040. As these centers grow, the PSRC's plan expects more people to use transit and fewer people to drive alone.

Implementation of METRO CONNECTS would increase transit mode share throughout King County growth centers, with express ervice providing key connections. Express buses would connect regional centers along major corridors such as I-90 and SR 522, and would also connect smaller suburban cities to centers and the larger transit system.

Figure 10
Projected Growth in Transit Mode Share in King County Centers with Proposed 2040 Network



Today, many center-to-center connections are provided by express services in peak periods only. Under METRO CONNECTS, the express network would evolve into all-day service, with buses arriving every 15 to 30 minutes throughout the day as demand grows. This all-day express service would give riders more flexibility and would support a wider variety of work schedules, destinations and trip purposes.

The proposed express network would be integrated with the region's transit investments, with more buses connecting to light rail and other high-capacity transit services within King County and serving other counties. Express service would make up about 20 percent of total service hours by 2040. Nearly 30 percent of people in King County and half of all jobs would be within walking distance of express service. Express service would also connect to parking facilities to further expand access to transit.

The METRO CONNECTS network was planned in coordination with Sound Transit, which currently operates 720,000 hours of daily regional express service in King, Pierce and Snohomish counties. As Sound Transit expands light rail, some of their express service corridors will be replaced by Link service.

In developing the draft service network, we worked closely with Sound Transit to ensure that Metro's and Sound Transit's express networks complement one another and connect regional centers quickly and reliably. We will continue to work with Sound Transit as they refine their express network plans.

What does express look like?

Express service stops would be spaced an average of one to two miles apart. In some instances, other bus service that stops more frequently would run along the same pathway as express service, but in many instances express would use different routing to allow for the fastest travel time between points. Capital improvements to non-freeway portions of express routes would help keep travel speeds high.

Figure 11 shows projected future time savings for trips using express service. For some trips, the future express network could save as much as 30 to 60 minutes per trip over existing travel times—a significant benefit to riders. These travel times would also be much more competitive with the travel time by car.

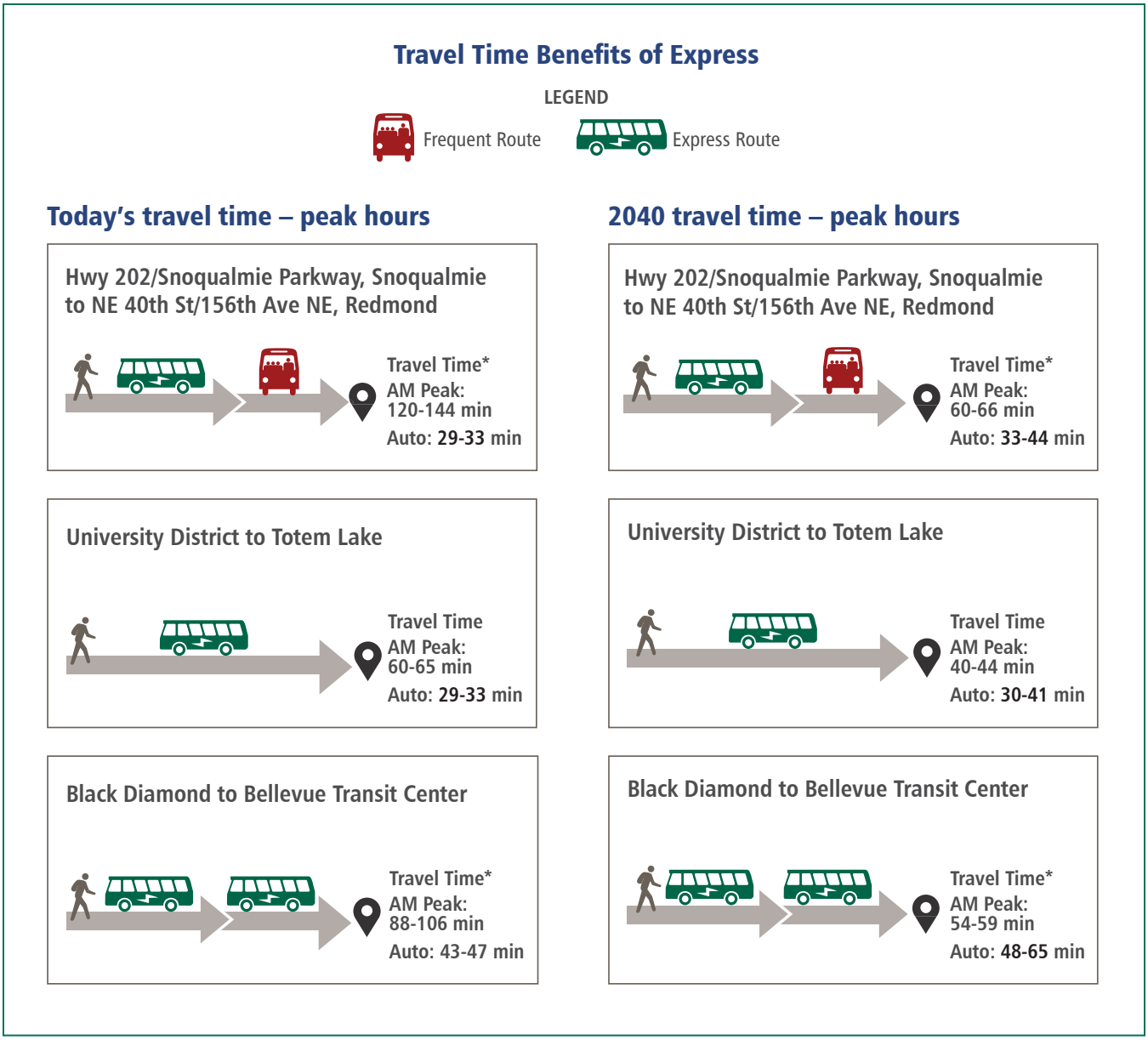
Benefits of express

METRO CONNECTS assumes that future express service would operate every 15 minutes during peak periods and every 30 minutes during the off-peak, although some express service would be more frequent throughout the day in high-demand corridors. Combined with improvements that help buses move more quickly and reliably, express service would provide speedy trips between park-and-rides or transit centers, employment hubs, and universities, community colleges and technical schools.

Express service is best suited to:

- Connect strong concentrations of demand at both ends of the route.
- Provide center-to-center connections not well-served by regional high-capacity transit.
- Operate primarily on highways or major arterials where service can maintain a target travel speed of over 20 miles per hour, with a target speed of 45 miles per hour on freeway portions.

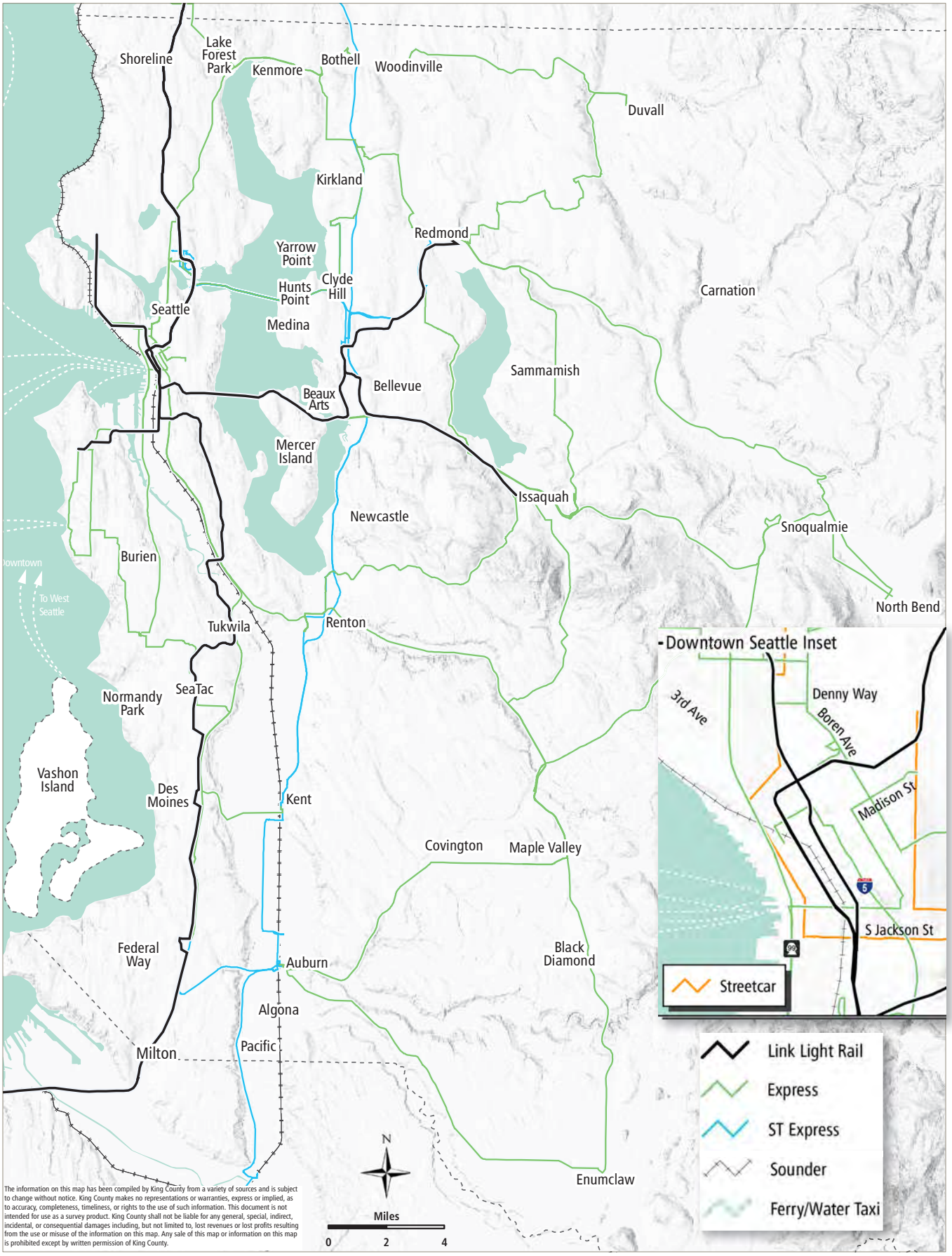
Figure 11
Benefits of Express



Express service investments would:

- **Improve long distance travel.** METRO CONNECTS would expand the footprint of the express service network by 130 percent over today, putting 30 percent of King County residents and 50 percent of jobs within walking distance of express service. Express service to park-and-rides would expand access to transit beyond walking distance.
- **Enhance travel speeds and reliability** by making capital investments on 100 non-freeway miles of roadway where express service is provided, including 35 miles of medium-level investment, such as signal improvements or transit priority treatments, and 65 miles of low-level investments, such as minor spot improvements.

Figure 12
METRO CONNECTS Express Network



Local and flexible service solutions

Transit is important in all areas of King County. Fixed-route bus service can meet local needs in many areas and provide connections to nearby destinations and to the regional transit network. For times of day or trips that are hard to serve with fixed-route transit, other, more flexible, products that are part of Metro's Alternative Service Program can provide travel options.

What does local look like?

We know that a "one size fits all" approach doesn't work in our diverse county, and local service can take many forms depending on what's right for a community. Metro already provides a number of services tailored to local needs, and has worked with community members to find the right fit. We'll continue that approach going forward.

Building on our alternative services program, the flexible services we would provide would be open to local input and future possibilities. A range of services could complement or replace fixed-route bus service, including community shuttles and vans, vanpools, or real-time ridesharing services that allow users to "ride between the lines" or make the last-mile connection to home or work. We would continue to operate fixed-route local service with arrivals every 30 minutes most of the day, and would make low-cost capital improvements to help service operate better.

The next chapter has more information about the types of flexible service Metro currently offers and plans for the future.

Local service investments would:

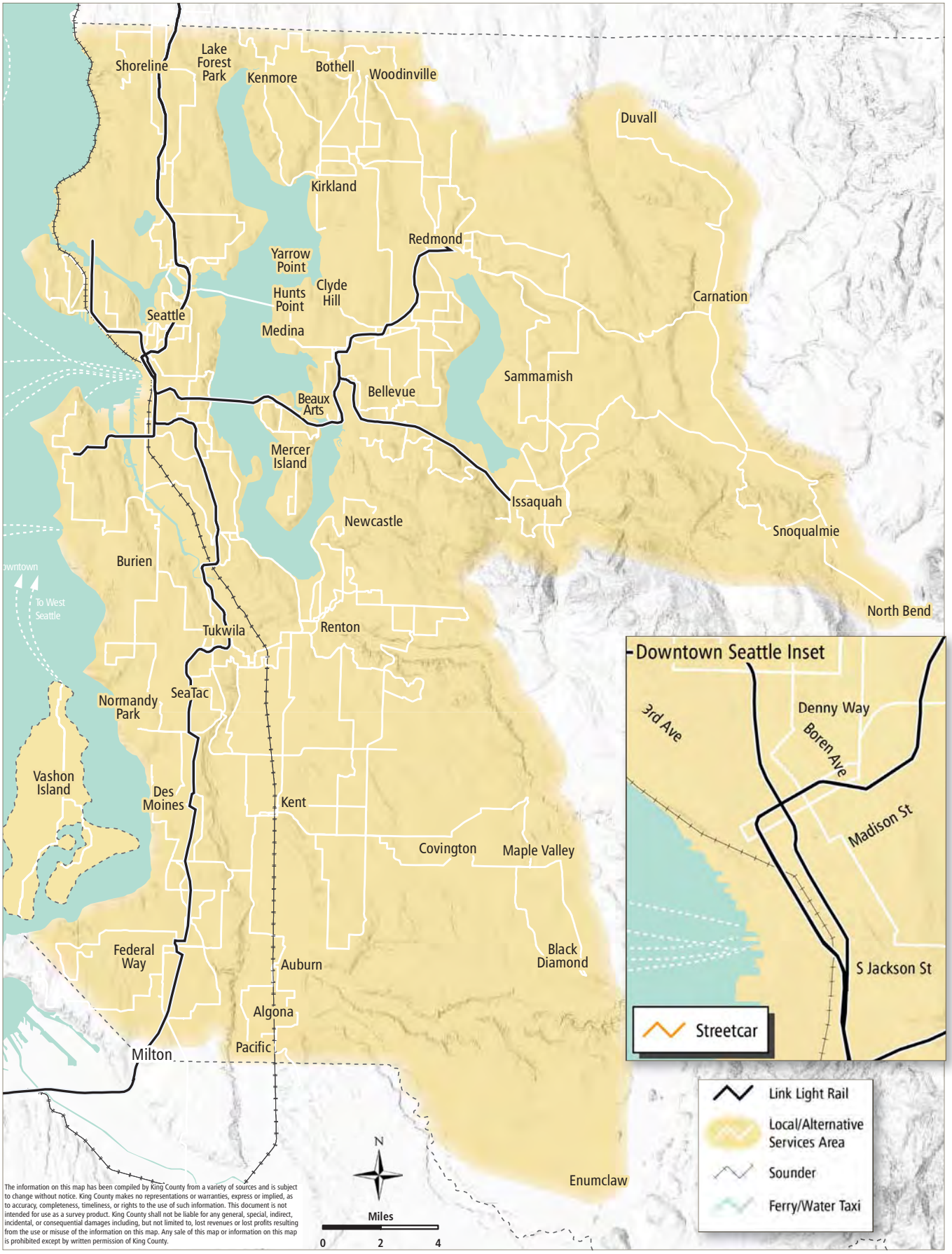
- **Improve local, community service.** METRO CONNECTS would expand the amount of local service hours by 14 percent over today, with service frequencies improved to a minimum of 30 minutes.
- **Make local travel faster and more reliable.** METRO CONNECTS proposes capital investments on 115 miles of roadway where local service is provided, including 35 miles of medium-level investment in projects such as queue jumps or roadway restriping, and 65 miles of low-level investment, such as minor spot improvements.
- **Expand innovative, cost-effective solutions** to improve mobility across the county.

What is flexible service?

Traditionally, most of Metro's transit service has been provided by a 40- to 60-foot-long bus that operates on a regular route with a fixed schedule—known as "fixed-route" service. In addition to fixed-route service, Metro has a robust portfolio of services such as vanpools, carpools, ridesharing, and shuttles with variable routes that provide more operational flexibility and may better fit the needs of local communities.

In METRO CONNECTS, these services and other non-bus transit options are described as "flexible service." Some of this service will likely be implemented through our Alternative Services Program, which currently includes a two-year demonstration project testing innovative and community-driven transportation models.

Figure 13
METRO CONNECTS Local Service Network



Service you can count on

Improvements that help buses go faster and arrive on time will be critical to the success of our proposed network—and are some of the best investments Metro can make. They attract new riders by making our service better, and free up funds for new service by saving long-term operating costs.

When trips are faster and arrive on time, passengers get to their destination sooner and can plan their travel with more confidence. Metro can schedule more time for moving people and reserve less time for getting back on schedule, and can provide more service with the same number of buses.

Investments to improve speed and reliability are particularly important for frequent service. Service operating in mixed traffic without transit priority features quickly degrades, with buses spaced too close together or too far apart, slow travel time for passengers, and high operating costs.

METRO CONNECTS proposes to increase investments to improve transit speed and reliability to 25 percent of Metro's capital budget—a major increase compared to the amount in today's budget. This spending would result in significant benefits over the long term; for every dollar invested in speed and reliability improvements, bus riders and Metro save $2 in travel time and operating costs.

Speed and reliability toolkit

The most promising potential improvements address delays a bus encounters, such as road congestion, traffic signals, and passenger stops. Two approaches can be taken:

The first is to reduce the length and frequency of delays. For example, an intersection equipped with transit signal priority can shorten the duration of a red light for a bus, and boarding passengers through all doors can shorten the time a bus spends at a stop.

The second approach is to make the length and frequency of delays more predictable. For example, a dedicated bus lane can greatly reduce the impacts of traffic congestion, and bus zones that are consolidated and strategically located based on boarding data can make loading at stops more even.

The following pages describe our toolkit for a proposed first group of investments to improve bus movement. While some benefits may seem small, the cumulative impact throughout Metro's network can result in significant savings in operational costs.

In addition to these tools, METRO CONNECTS envisions the implementation of larger projects of regional importance, such as bridge or highway crossings that offer large benefits for transit. METRO CONNECTS includes preliminary planning for three types of projects: cross-city connections (e.g. the transit crossing of I-5 at NE 45th St), major bottlenecks or capacity projects (e.g. improving transit access to Northgate), and improved access to the regional network (e.g. building a bus lane at the Kent-Des Moines Interchange).

What we heard: speed and reliability improvements are riders' top priority

Metro's Rider/Non-Rider Survey has found that less than half of our riders are happy with travel speeds, and the same for on-time performance.

As we developed METRO CONNECTS, we learned through our online survey, visioning events, and open houses that street improvements to improve speed and reliability and new roadways for transit were the number one and two top-rated transit improvements, respectively.

This proposed plan puts a new emphasis on these improvements and includes strategies to guide future investments.

Figure 14
Speed and Reliability Toolkit

Treatment	Description	Potential benefit	Photo example
Queue jumps that let buses stopped at intersections get a head start	Buses are given a short lane at signalized intersections, often shared with right-turning vehicles in order to bypass queues of general traffic. Buses get an exclusive green light before other traffic so that they travel through the intersection ahead of general traffic.	Example: Queue jump signal at W Mercer Street & Third Avenue reduced travel times through the intersection by 21 seconds.[1] TCRP* reports reductions in travel time of 5% to 15%.[2]	
Bus-only lanes	By widening or dedicating an existing lane, buses are given a lane exclusive to transit use. Dedicated lanes may allow for right-turning vehicles to access local business and side streets. They may be used during peak periods only or all day.	Example: Exclusive bus lanes along with new signal timings on Aurora Avenue N resulted in a 14% to 19% reduction in median travel times.[3]	
Transit signal priority (TSP)	Through active communication with traffic management/control systems, buses are given early or extended green times at intersections to reduce delay and significantly improve travel times.	Example: The sum of average intersection delays were reduced by 1 to 1.6 minutes after TSP was implemented on the RapidRide E Line corridor.[4]	
Bus bulbs or curb extensions that let buses pick up and drop off passengers without pulling over	Curb extensions extend the existing sidewalk into the curb lane (typically a parking lane) to allow buses to serve a stop within the travel lane. This treatment allows buses to avoid moving into the curb lane, which typically incurs delay as buses attempt to re-enter traffic.	TCRP Report 165 reports that implementation of bus bulbs along a transit corridor in San Francisco lead to a 7% increase in bus speeds.[5] Other benefits include shorter intersection crossing distances for pedestrians and an increase in overall sidewalk width.	

* Transportation Cooperative Research Program

1 "Evaluation Summary of W Mercer Street and 3rd Avenue W Signal Queue Jump", King County Metro, 2014.
3 "Rapid Ride E Line, Before and After Travel Time Studies", King County Metro, 2014.
4 ibid.
5 "Transit Cooperative Research Program Report 165: Transit Capacity and Quality of Service Manual Transit," 3rd Edition, Transportation Research Board, 2013.
6 "Transportation Research Record: Journal of the Transportation Research Board, No. 1971", Transportation Research Board of the National Academies, 2006.

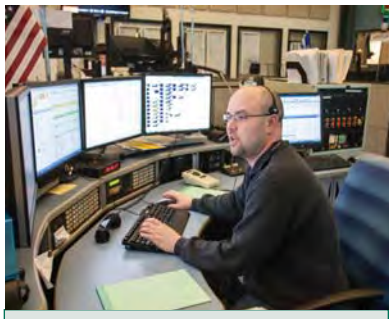
Treatment	Description	Potential benefit	Photo example
Turn restrictions at certain times of day to improve traffic flow	Heavy traffic volumes on transit corridors can be mitigated by restricting movements onto congested corridors to buses only. Restrictions can be all day or during peak periods only.	Improves access to bus lanes and bus stops. Resulting transit-only turning movements also set up the possibility for queue jumps.	
On-street parking management	As an alternative to bus bulbs, parking may be managed along bus routes to mitigate delay when buses must re-enter traffic. Parking may be restricted for several hundred feet after a bus zone all day or during peak periods. This creates an extended travel lane for buses, allowing them to gradually merge back into traffic.	Improvements to travel times are similar to bus bulbs and curb extensions, and bus operations are made possible or improved at tight turns.	
Spacing stops so the bus travels more quickly to stops where most people get on and off	Closely spaced bus stops with low ridership may be removed or combined into new stops. Reducing the number of stops along a corridor improves speeds in two ways: First, by reducing the time spent decelerating, accelerating and serving a stop. Second, with fewer stops, buses are better able to take advantage of traffic signal progression.	Studies estimate a time savings of 10 seconds per stop removed. A study by TriMet showed a 5.7% reduction in travel time when the distance between stops is increased by an average of 6%.[6]	

6 "Transportation Research Record: Journal of the Transportation Research Board,No. 1971," Transportation Research Board of the National Academies, 2006.

Many types of actions can help transit run faster and more reliably, and several other sections of this plan cover this topic, including:

- **Accessible transportation options:** Increasing usability of the system for passengers with disabilities, including wheelchair systems that don't require operator assistance.
- **Information when you need it:** Customer information and amenities, including some that make boarding faster.
- **Fast and easy boarding:** Fare payment and boarding improvements that reduce the time it takes for passengers to load, such as all-door boarding.
- **Bus bases and supporting infrastructure:** Operations improvements such as real-time management of service and data collection to keep buses moving and on time.

As projects are developed, Metro would collaborate with our jurisdictional partners to make decisions about which tools to use and when.



Metro's Transit Control Center (TCC)

The TCC is the nerve center for Metro's bus operations. The TCC staff coordinates radio contact with all bus drivers on the road, supervisors in the field, emergency responders, and other groups that support bus operations, helping manage problems and occasional emergencies.

They also actively manage RapidRide lines to keep buses well-spaced along their corridors and minimize "bunching." As RapidRide expands and new technology emerges to help manage the transit system, the TCC would need to grow and change to continue keeping customers moving throughout the county. Metro would employ real-time headway management of all frequent service by 2040. Read more in Chapter 4 in the "Bus Bases and Support Facilities" section.

Our proposal to keep transit moving

Fast and on-time service is critical to the success of METRO CONNECTS, and speed and reliability improvements represent a substantial portion of proposed capital expenditures. To achieve the vision described in this document, Metro would need to invest $2 billion more in roadway and transit improvements than we do today. Those investments would have to be leveraged with additional partnership funding.

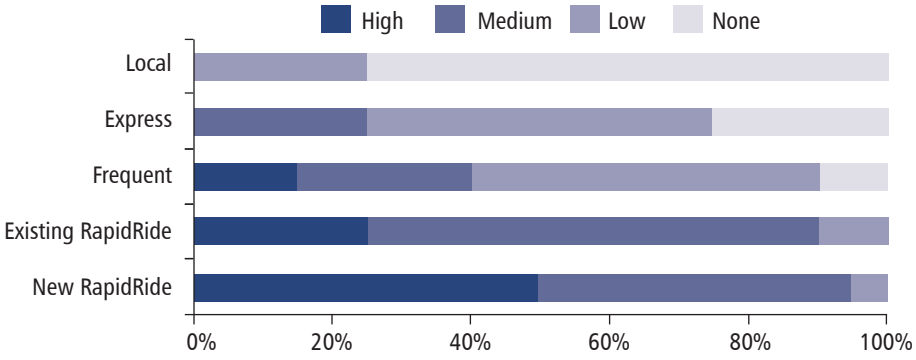
As shown in Figure 15, METRO CONNECTS proposes different levels of investment to keep buses moving fast and reliably. Each investment level includes a different mix of tools. While all of our service would receive some investments, the highest levels of investment would be focused where service is most frequent and roadways are most congested. Service that is either less frequent or operates in less congested areas, including rural areas and faster-moving highways, would receive lower levels of investment.

Figure 16 shows how much of each investment level we plan to allocate to different types of service. We would determine the location and type of specific investments in partnership with cities and other partners to ensure they are consistent with local plans.

Figure 15
Investment Levels

Investment level	Feature	Target time savings
High	New bus-only lanes and TSP	20%
Medium	No widening, significant priority treatment such as queue jumps, TSP, bus bulbs	10%
Low	Low priority treatment/spot improvements	5%
None	No improvement	0%

Figure 16
Investment Allocations



Speed and reliability investments would:

- **Save us money in the long run.** Spending on speed and reliability improvements would increase significantly over today. For every dollar invested in speed and reliability improvements, Metro saves $2 in travel time and operational costs.
- **Enable us to improve systemwide travel times.** METRO CONNECTS investments would enhance travel speeds and reliability systemwide by developing an additional 600 miles of service with transit-priority to keep buses moving. This encompasses proposed improvements to frequent, express, and local service.
- **Allow us to be prepared.**
  - METRO CONNECTS would maintain an inventory of candidate projects for major regional capital investments that would reduce travel times and improve reliability, including:
    - New transit pathways and service connections.
    - Major crossings (bridges, overpasses, underpasses).
    - Transit bottlenecks.
  - METRO CONNECTS would provide for the study and funding of operational changes to reduce dwell time and improve reliability systemwide, described further in Chapter 4.
- **Enable us to fund and partner** with local jurisdictions and other stakeholders for RapidRide improvements.

CHAPTER 2

More Choices for More Needs

King County METRO

Metro will continue working to develop efficient transportation solutions that are right for each community. In the future that METRO CONNECTS envisions, Metro would strive to be on the cutting edge of innovation, creating new, convenient options and leveraging private sector advancements to meet our customers' travel needs, no matter what they are. In addition to benefits for customers, new products and integration of advanced technologies would offer potential cost savings, allowing Metro to do more.

Flexible service in action

When fixed-route bus service isn't the best fit, Metro's Alternative Services Program works with local communities to create services tailored to their needs.

When we deleted some poorly perfoming bus routes in the Snoqualmie Valley, Mercer Island and Burien, we worked with local residents to develop shuttle services that connect residents to local destinations and to the larger transit network.

Redmond and Mercer Island are trying a ridesharing app and website that connect people in real time.

Flexible services are coming to Duvall, Southeast King County and Vashon Island in 2016.

Flexible services

The customers and communities Metro serves have different transportation needs, which may change depending on the day, time, or destination. METRO CONNECTS provides a framework for incorporating alternative types of public transportation into our network.

These alternatives are an important part of our system. They provide flexible service in areas where traditional bus service does not work well, offer transportation options for people with disabilities, and help our congested roadways work better by managing demand.

Options for transit service beyond a traditional fixed-route bus include partnerships with other public and private transportation providers, improved paratransit options, community-driven services such as vanpools or shuttles, and new choices we don't yet know about.

We view these flexible services as an opportunity to be innovative and pilot new ways for people to travel. The intersection between technology and mobility is rapidly changing urban and rural transportation. Shared-use vehicles, transportation network companies (TNCs) such as Uber or Lyft, and innovations in driverless vehicles are changing the transportation landscape, and Metro is changing with it. We're actively working with TNCs and shared-use-vehicle companies such as Car2Go to better meet the needs of our customers in ways we never have before.

Today, a small percentage of Metro's budget is spent on service that isn't fixed-route buses—including Dial-A-Ride Transit (DART) and Community Access Transit (CAT) demand-response services, van-based services and our Alternative Services Program. These flexible services have the potential to be a larger service segment than today. Metro also offers Access paratransit, which has high costs per trip. Metro is considering opportunities to use other flexible services to more affordably and effectively expand options for paratransit users.

This plan assumes that about 20 percent of Metro's total service hours would be associated with local service. Most of the hours would be used to expand local fixed-route service, and some would be used to develop flexible and community-driven solutions through the Alternative Services Program. We anticipate growing demand for programs such as DART, CAT, rideshare and van-based services in the future, which would necessitate both more service and more capital facilities to store and maintain vehicles and support service. What's most important is that Metro work with communities to design transit services to meet their unique needs.

A key challenge is to establish clear priorities and parameters for how these current and emerging services would work with our fixed-route bus network. Per the METRO CONNECTS vision, we would work to provide a full spectrum of services that are responsive to transportation needs in each community. Our goal is to offer more options to meet more needs and provide a first-rate experience for our customers.

Alternative Services Program

The expanding array of flexible services would build on Metro's existing Alternative Services Program. This program develops right-sized, community-driven transit service to meet specific needs and expand the choices available for different types of trips. Current alternative service options include the rideshare and vanpool services that Metro provides as well as a number of innovative services provided through community partnerships in our two-year alternative services demonstration program.

Figure 17 shows a number of different options offered by Metro or by other agencies and private services that Metro could partner with. Many emerging transportation options and technology advances will change the way public transit can work in the future, and we are committed to using these advances to improve our service.

Figure 17
Current and Potential Alternative Services

Real-time ride-share app

Car2Go

Demand-response community shuttle

Driverless car

Community van

New advances in real-time, on–demand transit may give us the ability to serve lower-density areas more effectively, providing connections to local activity centers and to regional and local fixed-route transit. Changes in the way we get around could include driverless vehicles, traffic management innovation, and other advances in technology yet to come. Private service providers may present partnership opportunities to fill gaps in other areas of the county.

Metro's current alternative service projects have been successful in part because we collaborated with nonprofit organizations, jurisdictions, and community groups to identify needs and create unique services that meet them. Alternative services are driven by the needs of local communities. We'll continue to work closely with communities to develop new alternative services in the years ahead. Providing accessible transportation, discussed more in Chapter 3, is a key consideration.

We'll continue to integrate new transportation options and seek private sector partnerships that complement our fixed-route network, improving mobility throughout the county. We'll closely track emerging travel options and drive development of solutions to meet the needs of local communities.

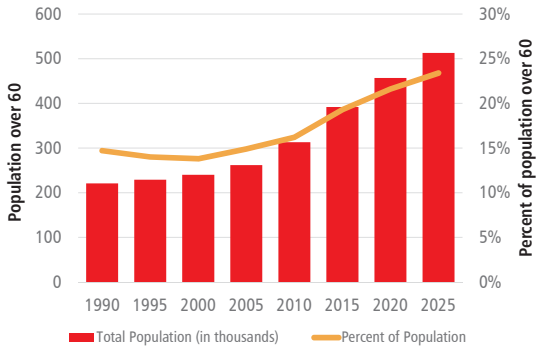
Alternative service investments would:

- **Help us better meet the needs of communities throughout the county** by providing a comprehensive approach to meeting local needs by:
  - Identifying areas where alternative services could be more effective for customers and more cost-efficient to operate, compared to fixed-route transit.
  - Working with nonprofit organizations, jurisdictions, and community groups to identify needs, develop alternative services, and form partnerships to deliver these services to locations with unmet transportation needs.
  - Considering low-income and minority communities when prioritizing alternative service investments.
  - Incorporating the most innovative technology and transportation solutions available.
- **Allow us to grow the total amount of service available** in local communities as we respond to local needs and future demand with alternative service projects.
- **Enable us to grow our other flexible service programs** such as DART, CAT, rideshare and van-based services.

Accessible transportation options

Our Access paratransit services carry people with disabilities who are not able to use regular bus service. The Americans with Disabilities Act (ADA) requires equal access to public transportation for people with disabilities. Transit agencies such as Metro must take specific steps to ensure that regular bus service is accessible to people with disabilities.

Figure 18
The Age Wave



In 2015, Metro provided nearly one million ADA paratransit rides to 10,500 customers. Ridership growth has generally been strong, with slight declines in recent years. With an aging population, it is likely that demand for accessible services will continue to be strong.

Metro has taken a number of steps to meet demand. These include implementation of flexible services such as CAT, providing travel training resources to customers, improving the eligibility process for Access, and operating a fleet of 100 percent accessible vehicles.

METRO CONNECTS' primary goals for accessible transit are:

1. increase the accessibility of our general public services to all customers
2. to reduce the per-trip costs of existing paratransit service while maintaining or improving the experience for passengers.

Increasing accessibility

Metro practices an approach to planning known as "inclusion planning," which strives to make fixed-route services and facilities accessible to people with disabilities. Approximately 30 percent of current paratransit customers are able to use fixed-route transit for at least some of their trips. However, they are often prevented from using the bus because of difficulties reaching the nearest bus stop and boarding the buses (e.g., non-kneeling buses). A lack of sidewalks to transit stops, stops where a wheelchair lift cannot be deployed, or other infrastructure deficiencies can restrict the use of fixed-route service.

Changing paratransit

The METRO CONNECTS vision calls for us to continuously seek better and more cost-effective ways to accommodate people with disabilities.

Because of its specialized nature, the average cost of a trip on our Access paratransit service is approximately $52, compared to $4 for a fixed-route trip. Access service today requires advance reservations of one to three days, and offers a 30-minute pickup window—making the service difficult to use for spontaneous travel or if time is limited.

Emerging technologies and transportation services open up new opportunities to expand transportation options for our paratransit users. Transportation network companies (TNCs) provide on-demand trips on a real-time basis, connecting paying passengers with a driver using a personal vehicle. Emerging technology and partnerships with TNCs give us opportunities to provide paratransit trips with more convenient scheduling and lower cost than current systems, and could complement or replace some of our existing paratransit services. While there are barriers to using TNCs for accessible services today, this is an area that we will explore.

We'll also continue to foster partnerships with community organizations to provide cost-effective transportation for people with disabilities. We may build on our existing CAT program, which provides vans and support to community organizations that provide the service at a much lower cost than our Access service—$6.52 per boarding.

Innovating for inclusion

Metro is continuously moving to make general public transportation services accessible to as many potential riders as we can.

Some of our recent innovations include "kneeling coaches" that make boarding easier, automated stop announcements on every route, visual stop announcements, low-floor coaches, improvements in transit zones, and ORCA-to-Go services that make getting the right transit pass easier.

As part of our inclusion planning, we will expand our travel training program for current and potential customers on our fixed-route service.

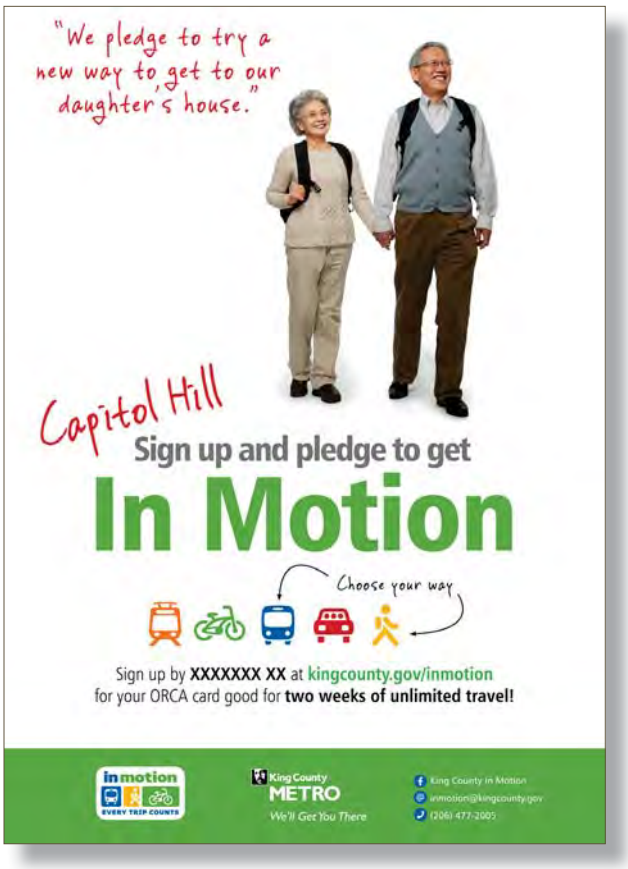
We are also actively working to improve how we involve people with disabilities in our planning process, to make sure we fully understand the challenges that people with disabilities face in getting around on transit.

Paratransit investments would:

- **Increase the accessibility of Metro's services** for all users by:
  - Providing 100 percent low-floor buses and 100 percent accessible stops
  - Designing interiors to meet needs of customers and what they bring on board (mobility aids, luggage, strollers).
  - Increasing auditory and tactile information throughout the system.
- **Allow us to save money and serve more customers** on our paratransit system by studying and implementing mechanisms that allow real-time ride scheduling of accessible transportation in King County. For example, we could explore same-day services on Access transportation on a premium fare basis, and public-private partnerships to expand accessible taxis or TNCs within King County.

Making good choices easy

Efficient use of our county's limited supply of streets is extremely important. Metro is a national leader in using transportation demand management to reduce the number of single-occupant vehicles on the roads in busy commute periods.



Our Transportation Demand Management (TDM) program will continue using outreach, education and incentive programs, new products and partnerships to reduce barriers to using transit, maximize the value of our transit investments, and help our transportation system work better. Since the number of roadway miles will stay about the same between now and 2040[5], this work will be critical to maximizing the efficiency of our existing roads and achieving King County greenhouse gas emission reduction targets[6].

To be successful, we'll look for commitments and active partnerships with cities, transit agencies, WSDOT, employers, the private sector and others.

Our successful TDM program covers a variety of transportation modes and options that address the various needs of travelers throughout King County. We use a range of tools, shown in Figure 19. We're developing new ways to support increased transit usage and improve roadway efficiency, including use of new technology, transportation pricing, and improving non-motorized connectivity.

To expand the development of our TDM tools, we'll need to build capacity for research and development within Metro, as METRO CONNECTS proposes.

Transportation demand management (TDM) investments would:

- **Enable us to get more people on the transit system** and reduce single occupant vehicle use by
  - Including budget for TDM work in all Metro projects and continuing to develop new partnerships to broaden participation in TDM activities
  - Supporting local and regional land use decisions that benefit transit and other alternatives to driving alone as a means to enhance safe, convenient mobility and efficient transportation investments.
- **Advocating for national, state and local policies and funds** that support both providing and using drive-alone alternatives and creating walkable communities.

5 PSRC Transportation 2040 Update Report, 2014, p. 76.

6 "Reduce countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 25 percent by 2020, 50 percent by 2030, and 80 percent by 2050," King County Growth Management Planning Council, 2014 and King County 2015 Strategic Climate Action Plan.

Figure 19
Transportation Demand Management Toolbox

Tool	Description	Where best utilized	Examples
Campaigns and information	Community-based social marketing programs encourage participants to reduce drive-alone trips by offering customized travel information and resources, a temporary ORCA transit card loaded with unlimited rides, and ongoing support and communication.	Construction mitigation, new service or service changes, excess capacity,	Capitol Hill and Ravenna In Motion; I-405 Community In Motion program
Shared mobility options	Shared-use mobility comprises new transportation services, like bikesharing, carsharing, and ridesharing, that are shared among users to integrate with transit by providing first- and last-mile connections to transit.	To complement fixed-route service with first/last mile connections; Urban areas with enough density to support private investment.	Pronto bike share, Car2Go, ReachNow, UberHop, UberPool, LyftLine, iCarpool
Parking management	Strategies that encourage the right-size provision of new parking and ensure efficient use of existing parking. Transit agency coordination with public and private partners to develop context-sensitive policy and management programs.	Congested urban areas; developing suburban areas with new transit investments.	District shared parking demonstration with Capitol Hill housing; Right Size parking project
Flexible service	Development of flexible transit services that are tailored to communities and user needs.	Lower density areas	
Emergency ride home programs	Emergency ride home (ERH) programs can support participation in new public transportation options where emergency travel needs are a perceived customer barrier. Enhancing ERH programs by incorporating TNCs and expanding emergency ride home programs to become available to select members of the public.	Employers, residents, last-mile connections, new programs	Real-time ridesharing programs can include an ERH benefits for participants who can't get a rideshare home
Pass programs	Transit pass programs offer administrative and cost advantages to organizations looking to provide transit subsidy to part or all of their population. Metro can grow transit/HOV ridership and reach new markets.	Businesses, residential, schools, colleges, and universities	ORCA products including retail (Choice) and Passport
Telework	Workplace strategies, like telework, coworking, compressed work week, and alternate scheduling can help companies increase employee productivity, improve business continuity and contribute to environmental sustainability.	Employers	WorkSmart program

Metro will foster an internal culture that is open to new ideas and welcomes new technology.

Recognizing transportation technology's rapid evolution, Metro will strive to develop policies and systems that can adapt to new ways of working so that more efficient tools can be integrated faster.

Although we'll update METRO CONNECTS regularly, there will always be innovation and evolution that we can't foresee. To prepare for these unknown changes, it is imperative to be open to possibilities and develop more flexible processes and systems that can adapt to change over time.

Innovation: Technology and new choices

Metro has always been an innovator—from our vanpool program, to our groundbreaking employer pass program, to our expanded Emergency Ride Home program, which broadens eligibility and incorporates TNC companies to improve availability and response times. Rapidly advancing technologies are changing the ways people travel, and METRO CONNECTS envisions Metro setting the bar for technological innovations in transit.

METRO CONNECTS would employ and promote new smartphone apps, trip planning resources, and real-time information to help our customers access transit service. We would use technology to connect riders to transit and better use transit facilities through services like the real-time, on-demand ridesharing program and TripPool. For areas that are difficult to serve with fixed-route transit, we would use technology and partnerships with TNCs, car- and bike- share programs, and other emerging systems to improve first- and last-mile connections to transit.

We would also use technology to improve customers' access to park-and-rides through real-time information and advancements in how demand is managed, such as real-time routing to the nearest park-and-ride with available space, and the ability to a reserve a parking spot at that facility at the same time. We would strive to stay flexible, incorporating new advances as they develop.

Metro would continue to support open-source platforms and third-party developers that integrate transit data into their products and services. We recognize that one of our region's strengths is innovation, and we are committed to supporting that innovation by providing clean and accurate data to third-party developers. As new transit information and shared mobility products are developed, we would work with our private-sector partners to ensure that they are integrated with Metro products and services.

Advancing technology may also help us become a more informed agency. We could collect new and more-accurate data about operations and improve our internal and external reporting, increasing our accountability to taxpayers. With an expanded research and development function, we could stay ahead of the curve in developing new technology to make travel with Metro a convenient, easy, and first choice for King County residents.

Innovation investments would:

- **Allow us to remain at the forefront of transit technology** and enable us to provide new and exciting tools to our customers by:
  - Supporting an integrated and ongoing research and development function to develop, test, and implement more transportation demand management work and new products.
  - Employing technology to improve utilization and efficiency of transit service and facilities, including developing or partnering on the development of tools such as on-demand, real-time ridesharing and real-time park-and-ride parking availability information.
  - Identifying and capitalizing on opportunities to use technology to improve first-mile and last-mile connections to transit and provide travel options to areas that are difficult to serve with fixed route transit. This may include partnerships with transportation network companies and/or car and bicycle sharing programs.

Metro will explore opportunities to integrate information related to the fixed-route bus network. Areas of integration include planning, real-time and actual performance data. Metro will also work on information systems that better manage customer information and feedback, internal reporting and data collection.

CHAPTER 3

One System, Easy to Use

King County METRO

We want customers to have a positive experience from beginning to end when using Metro's services. The METRO CONNECTS vision includes improvements in all aspects of the transit system to make it easy for people to get where they want to go: new types of customer information, improved connections to the transit system, better stops and vehicles, and faster boarding. With a transit system that is smarter and easier to use, taking transit would be second nature.

Information when you need it

Today, customers can get information about our service from a wide variety of sources. Metro offers information via the phone with customer service specialists, the Metro Online website and trip planner, the Puget Sound Trip Planner app, posted and printed information at stops and on-board vehicles, Metro alerts and social media updates. Other sources, such as search engines and trip planning tools, use data published by Metro. For example, Metro and others have partnered with One Bus Away, which provides web, phone, SMS, and tablet applications for real-time arrival information.

Although our annual rider survey indicates that 95 percent of riders are satisfied overall with their ability to get information about Metro's routes and schedules, we are striving to do even better. Technological advancement may give us opportunities to provide our customers with new types of information and new ways to integrate helpful data into daily life. Imagine if your phone provided a pop-up alert that let you know when a traffic accident had blocked your bus before you even left home, told you how full the next bus was, or showed the number of spaces available at a park-and-ride. METRO CONNECTS proposes to make that future a reality.

In addition to new types of information about transit, Metro could help connect customers to other types of information that would make both travel and life better – for example information about bikeshare availability, or upcoming events as the bus passes different destinations.

Technology-driven tools, whether new or current, could help even those who don't use smartphones or computers. Dynamic, up-to-the minute information could be displayed at bus stops, transit centers and on buses. This information could also include available transportation options nearby to make last-mile connections, including real-time bikeshare or carshare availability, and available TNCs. We envision that customer service solutions that allow people to more easily and quickly find necessary information would be continually evolving to better meet customer needs.

As we improve our communication tools, we would ensure that these technology and customer information advancements also improve accessibility for people with disabilities. We would continue our work to ensure that our customer interfaces are accessible, including potential improvements in audio, tactile and electronic communication that would help all customers use the system safely and easily.

Most riders have smart-phones

More than three out of four Metro riders have a smart-phone, and the rate has been increasing rapidly, from 60 percent in 2012 to 84 percent in 2015.

The largest growth in smart-phone ownership has occurred among low-income riders, although their smartphone ownership is still lower—68 percent for those making less than $35,000 a year, compared to over 90 percent for those earning over $75,000 a year. Smartphone ownership is also much lower—under 30 percent —for riders over age 65.

Smartphone penetration will likely continue to increase, underscoring the importance of information systems that are designed for mobile phones.

Figure 20
Sample Best Practices for Customer Information

Paris has explored bus shelters designed as multi-purpose public spaces, including fare vending, neighborhood information, coffee or food purchases, outlets, integrated bikeshare stations, and more. (Photo source: Human Transit, humantransit.org)

On-board screens can provide information about connecting service, transit alerts, and other information. (Photo source: Redeye Chicago, redeyeChicago.com)

Making the most of data

In addition to providing customers with all types of new and better information, Metro would also work to ensure that our systems are capturing information necessary to continually improve service and operations. For example, security systems on-board, combined with better mobile technology that our Transit Service Quality department can access in real time, would help Metro identify and respond to incidents. In the longer term, continually improving our ridership and on-time performance data collection would assist with evaluating service performance and identifying opportunities for improvement.

Metro would also continue to benefit from third-party tools for both customers and our own use. By making the best data available, we would facilitate access to new programs. For example, Metro recently partnered with the Puget Sound Regional Council to develop a web-based application that uses feeds from different agencies to project service onto an easily editable map format. More information on how Metro could develop and utilize data is in Chapter 4.

Customer information investments would:

- **Enable us to improve the user experience on our system**.
- **Equip transit hubs and vehicles with customer interfaces and tools** that provide static and real-time information on local transportation connections and information such as bus and train arrival time, improved tactile and visual information, and wayfinding.
- **Improve the quality and accuracy of our real-time information** by collecting better data, faster. This will help Metro's call center staff answer questions.
- **Provide real-time information** about current conditions and nearby transportation options, such as available park-and-ride spaces, bike parking, bikeshares, carshares and transportation network companies, in order to provide better trip planning options.
- **Make data available to third-party developers,** as we did with the developers of the One Bus Away app, to allow for emerging technologies and their developers to improve travel information for customers.

More ways to connect to transit

The envisioned future system would be easier to get to by many modes. A number of factors influence how people access transit, including whether sidewalks are present, if an area is safe to walk or bike in, how far it is to the stop or station, and how often buses or trains arrive. Studies show that people are willing to walk up to one-half mile to frequent service, knowing that a bus or train will arrive soon, which is the distance used to measure areas with access to frequent service in this report.

If the frequent network expands per METRO CONNECTS and 70 percent of the county is within one-half mile of frequent service, walking or biking to transit would be an option for many more people. Looking to 2040, the percentage of customers who could reach our services on foot, bike, or shared vehicle is forecast to grow to 84 percent, if METRO CONNECTS investments are made compared with 78 percent today. However, there will still be areas in the county where convenient, fast, frequent service would not be within walking distance and other modes of access will be important. In lower-density areas, parking will continue to be an important tool for increasing access to the transit system. Access could also be improved through increased opportunities for biking and innovative last-mile connections. Last-mile strategies include carpooling, vansharing, services such as Uber and Lyft,and good local transit to give people connections in their neighborhoods.

Our facilities, including bus stops, stations, major transit centers, and park-and-rides, would need to accommodate both more passengers and new multimodal travel options. These modes include:

- **Walking:** For most riders, transit trips involved walking, whether it is walking to a bus stop from your home or from your parked car to your stop at a transit center. Facilities such as sidewalks and trails, good lighting, and even grading can help create a convenient and safe walking environment. The priorities and standards for development of pedestrian facilities vary by city. By providing sidewalks and trails that connect to transit, cities can play a critical role in improving riders' options to walk to bus stops and light rail stations.
- **Biking:** Biking is a valuable mode to reach transit for many of Metro's customers. Some people are not comfortable riding their bikes in traffic, and the availability of bike lanes and off-street trails may influence their choice to ride a bicycle to a transit stop. Cities have various plans and requirements for construction of bicycle facilities. Coordination with Metro can result in the location of facilities that support and encourage bicycle access to transit. Secure bicycle parking at bus stops and transit centers is also needed for riders who do not wish to bring their bikes on the bus.
- **Driving:** Park-and-ride lots are a traditional way of providing auto access to transit. Park-and-ride lots concentrate demand at a bus stop or transit center, allowing Metro to serve those locations more efficiently than could be done with transit service in low-density neighborhoods. Metro owns and provides service to park-and-rides throughout the county, as well as some owned by Sound Transit and Community Transit. Metro also leases park-and-ride space. Metro does not charge for parking at any of its park-and-rides.

  Because park-and-rides are expensive to construct and maintain, Metro would continue to look for ways to increase the efficiency of existing transit parking. This includes restriping existing facilities (where feasible), encouraging carpools and ridesharing to and from park-and-rides, expanded options for leased and shared parking facilities, and pricing parking. We would also coordinate with transit

What we've heard about access to transit

As we conducted outreach for this plan, Metro consistently heard from city staff and elected officials about the need for more parking options at major transit centers and park-and-rides. Only 34 percent of customers were satisfied with park-and-ride availability (2014 Rider-Non-Rider Survey). The online survey conducted in summer 2016 found that parking was more important to eastside respondents then those from other areas.

Priorities may be different for different groups of riders. Online survey responses indicated that parking was the lowest priority for low-income respondents choosing between several types of transit improvements.

METRO CONNECTS proposes to expand all access options according to local priorities.

partners and jurisdictions to identify solutions that are affordable and consistent with local visions. These could include looking for opportunities to use existing resources more efficiently, such as allowing on-street parking for transit users and sharing parking facilities that have excess capacity or demands during different times of the day.

Metro would also consider whether it has the right transit parking resources. It would evaluate existing parking lots and properties to determine if these sites could be redeveloped to create more transit oriented communities or sold to provide resources to invest in parking in places where it would be better used.

- **Other first- and last-mile connections:** The last few years have seen a surge in options for first and last mile connections to transit. "Shared mobility options" can be used to deliver riders to and from transit stops or park-and-rides via carshare, bikeshare, taxis, transportation network companies, such as Uber or Lyft, and public and private shuttles. Partnerships with providers of these services could help to make them affordable and convenient through features such as single mobile phone apps for trip planning or streamlined payment options. By better accommodating these types of alternatives, METRO CONNECTS could increase the capacity of park-and-rides and make transit centers and hubs more accessible.

Parking challenges

While park-and-rides can help provide people with access to high-quality transit that is otherwise too far to access by other means, they can present a number of challenges. Finding a suitable location for park-and-rides can be difficult due to limited availability of land and high real estate costs strong transit markets. Building park-and-rides adjacent to these transit markets often may not be compatible with land uses that support transit, such as high density, mixed-use development. These uses, coupled with high-quality transit service, help to reduce driving, create walkable communities, increase transit ridership, and increase access to jobs and homes. However, building parking removes available land for transit-oriented development and creates a barrier between transit and other uses. In many cases, park-and-rides are unpopular due to perceived traffic or safety issues.

Park-and-rides require significant capital investment for construction as well as ongoing maintenance cost. The construction cost alone per stall in a surface lot is approximately $20,000 to $35,000, and the cost per stall in a structured park-and-ride lot ranges from $35,000 to $55,000. Based on Metro's experience, the addition of design, land, and appropriate contingency costs increases the per-stall cost of structured parking to $85,000 to $95,000.

Park-and-rides can also increase local congestion in the area of the park-and-ride, and they can induce driving if they draw riders who might otherwise walk to transit. This can be compounded when parking is free and there is no financial incentive to find other options. It is difficult to predict how much to charge to use a park-and-ride. More than half of Metro's permanent park-and-ride lots currently experience demand over 80 percent on a daily basis, which makes it difficult for some passengers to find parking and access transit. Some park-and-rides within Metro's system experience high demand to the point where demand exceeds supply. People who cannot find available parking in park-and-rides often spillover into adjacent residential or business areas, creating conflict with residents or business customers. Another challenge is ensuring that park-and-rides are used by riders looking to access Metro services.

Metro has studied ways to overcome these challenges, and solutions can be found in Metro's Access to Transit Report and a Parking Management Study conducted as part of its long-range planning efforts.

Access zones

Because different strategies work in different areas, Metro looked at ways to improve access to proposed future transit service for people throughout the county as part of the METRO CONNECTS planning process. We identified four zones in which different improvements to transit access might be effective:

- Zone one: most people can walk to a full network of frequent and other services.
- Zone two: many people can walk to frequent service that connects to a specific center or to the regional light rail spine.
- Zone three: people can walk to some level of transit, likely an express or local service.
- Zone four: people do not have easy walk access to transit.

Figure 21 summarizes the existing and envisioned future mode share and types of investments in the four access zones. Figure 22, on p. 40, shows the approximate boundaries of the access zones used for analysis. These boundaries are one-half mile around service in the proposed future network.

Figure 21
Transit Access Zones Description

Zone	Description	Types of improvements for residents in each tier
Zone 1	The densest areas of King County that will be served by multiple RapidRide and Frequent transit routes. Tier 1 includes most of Seattle and the downtown/higher density areas of the suburban cities.	Exclusive focus on bicycle and pedestrian facilities, no expansion to public parking
Zone 2	Areas that are not as dense as Tier 1 and will not have as dense of a grid of RapidRide or frequent service; these areas will be within walking distance (0.5 mile) of a RapidRide or frequent transit line that provides a connection to a major center.	Strong emphasis on more bicycle and pedestrian facilities
Zone 3	Suburban areas with moderate density that are within walking distance of local/express transit coverage. These areas are not immediately adjacent to a RapidRide or frequent transit route.	Moderate emphasis on bicycle and pedestrian facilities and parking investments
Zone 4	The lowest-density portions of the Metro service area. These areas have less extensive transit coverage than more populated areas in the county.	Limited investment in bicycle and pedestrian facilities, emphasis on parking expansion

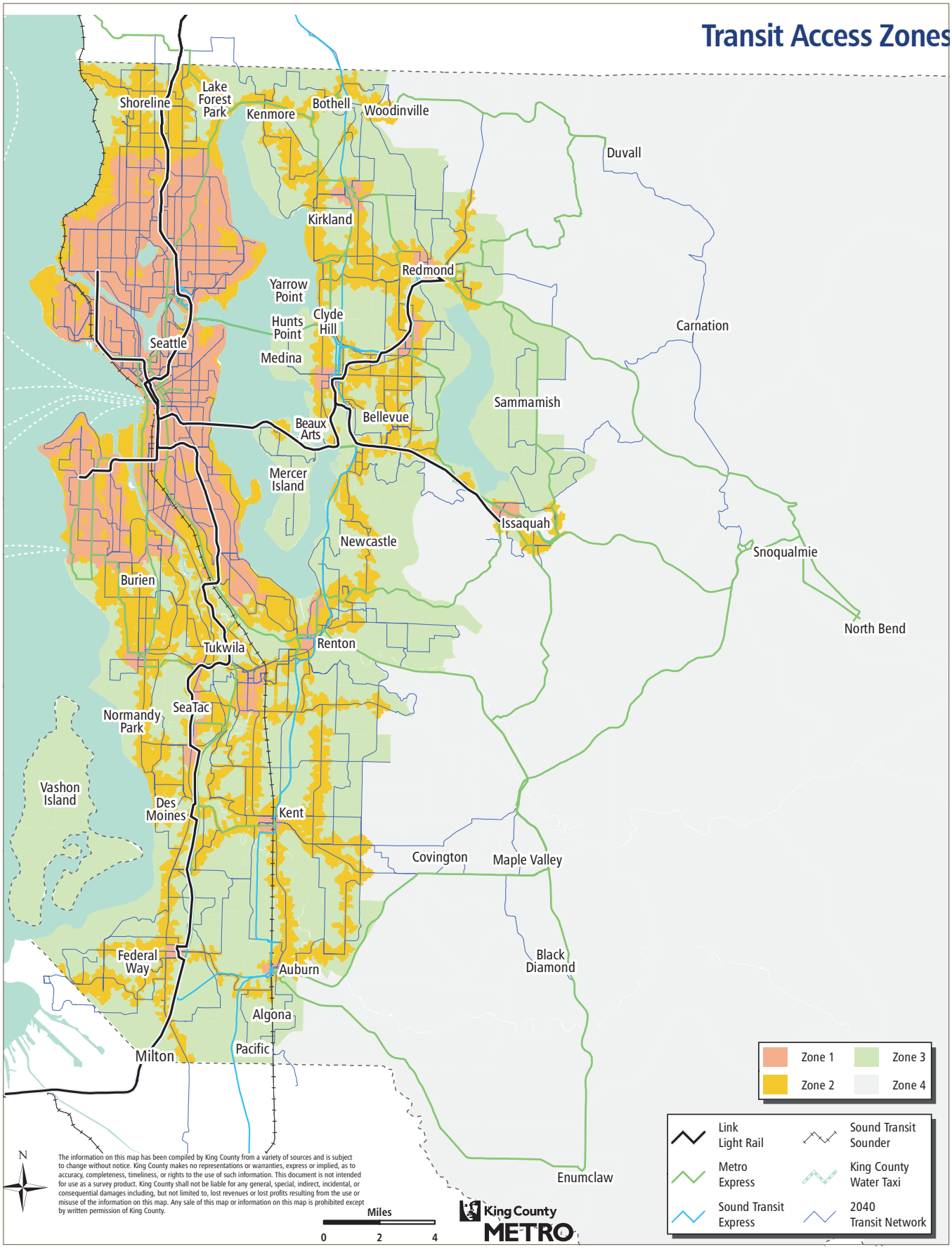
Metro's *Access to Transit* study

In 2014-2015, Metro worked with regional partners and stakeholders on an *Access to Transit* study, as directed by the King County Council. The study looked at how people get to transit, what other agencies are doing to improve access, and how our region can identify and prioritize needs, fund improvements, and coordinate efforts to enhance access.

Metro is aware of numerous issues that limit our customer's ability to get to our service. About 60 percent of Metro park-and-rides experience overcrowding, and biking and walking infrastructure connecting to transit is inadequate in many places. We also know that transit-to-transit and other last-mile connections are important, especially as the regional transit network grows.

Based on the study findings, Metro is taking a number of actions to promote safe and secure access to transit by all modes, including walking, biking and driving. Steps include improving the collection of data about access, working with partners to better manage existing parking resources and identify access improvement priorities and funding, and encouraging transit-oriented developments that make it easy for residents to reach transit. Find the access report at www.kingcounty.gov/metro/accountability under the "Other" tab.

Figure 22
Transit Access Zones



Non-motorized analysis

There is an enormous need for sidewalks, trails, and bicycle facilities across the county. The PSRC's *Transportation 2040* plan identifies bicycle and pedestrian needs throughout the region. Through the Non-motorized Connectivity Study, Metro evaluated where nonmotorized projects can increase transit ridership.

Based on this analysis and an investment level similar to that for parking, a total of 250 stop locations could be developed for bicycle and pedestrian access improvements.

To identify potential non-motorized projects for implementation, Metro would utilize the analysis techniques developed in this study to locate areas with high potential ridership gains from improvements to bicycle and pedestrian access, prioritizing projects within access zones one and two. Local partnerships would be essential to bringing these projects to life, through in-kind or financial partnerships.

Parking analysis

To identify where expansion of transit parking is most critical, we conducted an assessment that took into account the characteristics of the access zones described above as well as Sound Transit's planned parking expansion. Sound Transit has proposed building more than 9,800 new park-and-ride stalls in King County as it expands the regional light rail and bus rapid transit system through 2040. This analysis suggested the following strategies for transit parking:

- Zones 1 and 2: People who live in these access zones can walk to RapidRide and frequent transit. In these areas, we expect that people will primarily walk to transit. METRO CONNECTS proposes no new parking capacity for Zone 1 and limited parking expansion for Zone 2.
- Zone 3: With the proposed expansion of express and local service across the system, we expect that fewer people in Zone 3 will rely on driving to reach transit, decreasing from 64 percent today to 56 percent by 2040. Limited expansion of transit parking is proposed for Zone 3.
- Zone 4: In this zone, where people are not within walk access to frequent transit, park-and-rides and other transit parking is expected to continue as the predominant means of transit access.

Using this analysis, METRO CONNECTS identified the potential increase in parking for each zone, based on the projected number of future transit riders and the expected mode of access by zone. Based on the analysis, METRO CONNECTS envisions the addition of 13,000 new parking spaces to support anticipated future ridership. These parking spaces are recommended by corridor.

Approximately two-thirds of the suggested future expansion is accounted for by Sound Transit's proposed projects. If METRO CONNECTS is implemented, Metro would consider partnering to provide an additional 3,800 parking stalls.

The specific location of future park-and-ride facilities would be determined on a case-by-case basis in partnership with affected jurisdictions. Parking facilities should be consistent with jurisdictions' land-use plans. Parking garages are sometimes not desired or permitted uses in local downtowns where transit service is focused. This could make it difficult to bring new permanent parking to the market and presents an opportunity to pursue other options to provide additional parking, such as shared or leased options.

South Kirkland Park-and-Ride.

Figure 24 details the proposed distribution of future parking spaces by corridor.

METRO CONNECTS proposes to accommodate more riders at our existing and new parking facilities through a combination of strategies, including providing more spaces, working to increase the number of transit boardings per space, and continuing to coordinate with cities to increase density near transit and improve bicycle and pedestrian access. As we consider expansion of parking we would take into account cost, opportunities for local partnerships, and meeting local need.

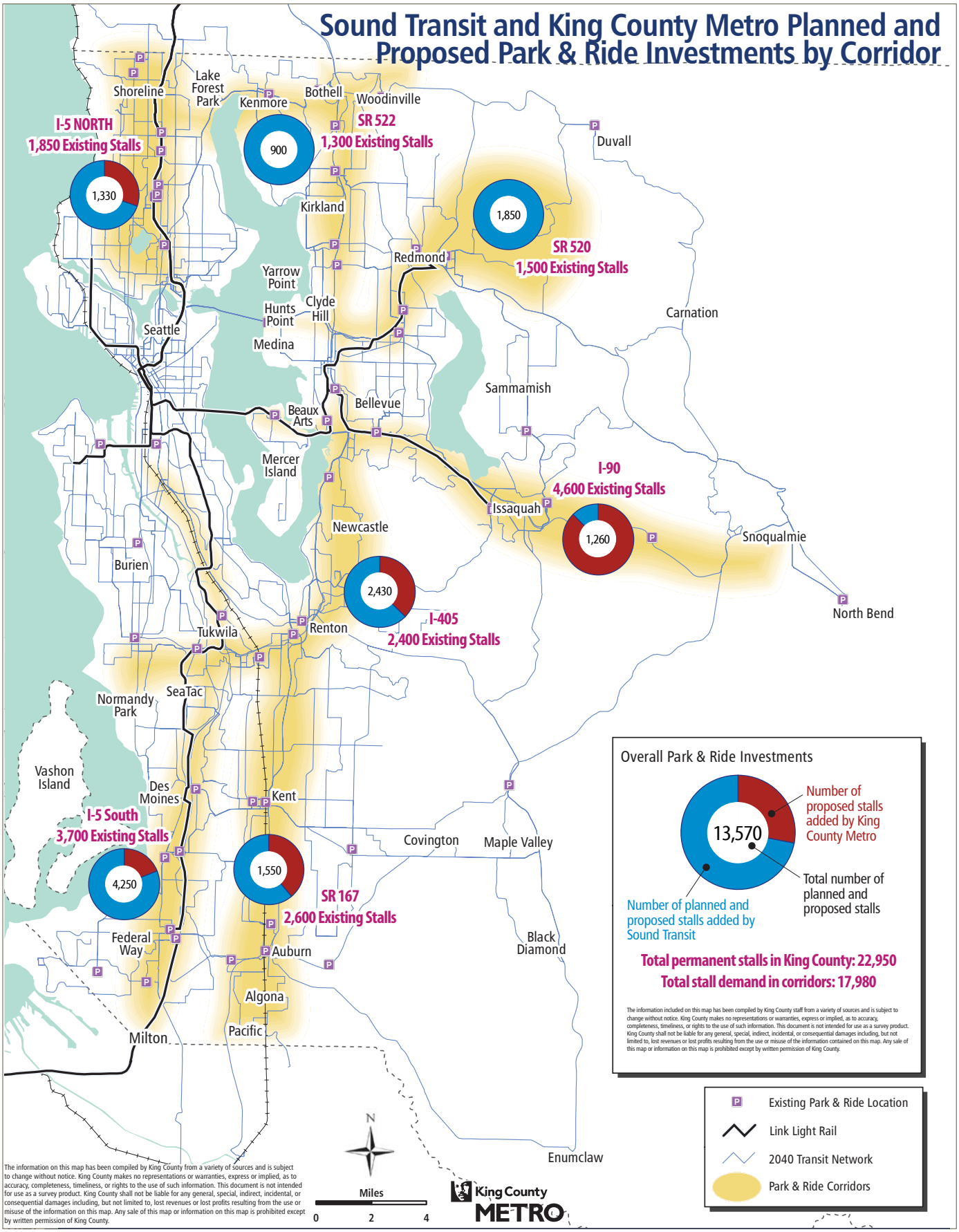
As a first step, we will continue monitoring park-and-ride usage and exploring opportunities to make the best use of existing resources. Current and advancing technology provides us with the opportunity to provide real time parking information to customers and identify alternative parking locations if one site is full.

Figure 24
Location of New Park-and-Ride Capacity

Major tansit corridor	Avg. number of stalls used at permanent park-and-rides	Sound Transit planned and proposed new stalls	METRO CONNECTS proposed new stalls	Total Sound Transit and Metro growth (percent change from existing use)
I-5 North King County	1,850	930	400	1,330 (72%)
SR 522	1,300	900	0	900 (69%)
I-405	2,400	1,530[2]	900	2,430 (101%)
SR 520	1,500	1,850	0	1,850 (123%)
I-90	4,600	160[2]	1,100	1,260 (27%)
SR 167/SE County	2,600	950	600	1,550 (60%)
I-5 South King County	3,700	3,450	800	4,250 (115%)
Non-Major Corridors	1,650	0	0	0 (0%)
Total[1]	19,600	9,770	3,800	13,570 (69%)

1 Sum of total stalls used at permanent park-and-ride lots. Total parking supply in King County (owned and leased) is approximately 25,000.
2 Sound Transit will expand South Bellevue Park-and-Ride by 881 stalls as part of East Link. This analysis attributes 441 stalls to the I-405 corridor and 440 to the I-90 corridor, and proposed light rail to Issaquah would include a 500-space garage.

Figure 25
Proposed Future Growth in Park-and-Rides



Tools available to increase parking supply:

- **Restriping:** Restriping existing lots to provide more spaces allows for more efficient use of existing infrastructure. It requires coordination with local jurisdictions to ensure consistency with adopted development codes.
- **Addition of leased lots:** Metro currently leases parking spaces for use at times when the property owners, such as churches, have little need for them. Additional agreements could be developed with private property owners. We expect leased lots will play a particularly important role in the short term, before we would be able to expand frequent service to 70 percent of the county's population or build permanent park-and-ride facilities.
- **Use of multifamily and commercial lots:** Multi-family and commercial properties often have parking available when transit parking is in high demand.
- **On-street parking:** In some areas, on-street parking is available near transit service. City regulations regarding on-street parking vary and the impacts of increased parking along transit corridors can be a concern. Metro will work with cities on strategies to minimize these impacts.

Tools available to manage parking demand include:

- **Increasing utilization.** Park-and-ride facilities can be utilized more effectively by increasing the number of riders per stall. This could be achieved through use of carpools and real time ridesharing apps, and relocation of vanpool meet-ups to underutilized lots or those served by fewer transit routes.
- **Pricing.** Currently, parking at all Metro park-and-ride lots is free. This provides a disincentive for drivers to find alternative ways to access transit. Pricing can be used to encourage carpooling, passenger drop-off, and walk and bicycle access.

Transit access investments would:

- **Improve options for riders to get to bus stops and light rail stations.**
- **Allow Metro to partner with cities and other transit agencies to develop location appropriate facilities that improve access to transit.**
- **Include parking improvements that allow for more efficient use of existing resource, manage demand, and increase supply.**
- **Include bicycle and pedestrian facilities that:**
  - Add and improve opportunities for secure bike parking at and near transit facilities.
  - Partner with cities to build more than 100 miles of bicycle and pedestrian paths, improving access to transit at 250 or more locations.

Safe and well-designed passenger facilities

Well-designed stops, stations, and pathways help keep riders safe and secure and make transfers easy.

Today Metro owns and maintains more than 8,000 bus stops, shelters, RapidRide stations, and transit centers. With METRO CONNECTS' planned expansion of transit service and additional integration with Sound Transit, the number of Metro-owned stops would increase 10 percent. Sound Transit's planned and proposed investments would also add many more light rail stations.

Not only would there be more stops, stations and transit centers, the volume of passengers using them would grow significantly as well. The activity at many stops would change, with more riders transferring among buses and rail. METRO CONNECTS envisions facility improvements throughout the system to improve passenger comfort, provide better information to riders, and make transfers easy.

As part of the long-range planning process, Metro worked with Sound Transit to identify the future locations and volumes of significant transit activities. Light rail stations are expected to be very busy with passengers transferring to and from buses and trains. Consistent design and signage at transit hubs can make travel easier and more convenient for passengers. Cities, Metro and Sound Transit can work together to create transit centers that are community amenities with gathering spaces, transit-oriented development, and other desirable features. The vision in METRO CONNECTS would create integrated facilities and systems to move people where they need to be, supporting economic growth and mobility for individuals and the region.

Today only four major transit hubs systemwide have 10,000 or more daily boardings. All four are in downtown Seattle, with the largest number of boardings at Westlake Station and adjacent stops (28,000 boardings per day).

In 2040, there could be as many as 30 hubs with more than 10,000 boardings, spread throughout the county. Smaller stops and stations across the county will also see increased ridership.

Facility design principles

Well-sited and designed facilities are key to a good transit experience. Facilities have to be in the right location and allow for fast and easy movement to and through them. Wayfinding and transit information must be easy to see and understand for people looking for their next transfer point or transit center exit. Stops, stations and pathways to reach transit should be accessible to all of our customers, regardless of age or ability. This is a baseline expectation Metro will strive to meet.

Lighting, weather protection, security features, and facility designs that limit opportunities for criminal activity can help passengers feel safe and comfortable while waiting for a bus or a train. Transit centers can also be spaces for residential, commercial, and community activities, such as farmers' markets. These "activated" spaces provide eyes on the street and create a friendly and welcoming atmosphere for transit customers.

These designs offer other benefits. On-site commercial and community activities make efficient use of available land, help reduce separate car trips for errands, and contribute to attractive "placemaking," integrating transit with neighborhood and economic activity.

Design features of passenger facilities include:

- Placement of bus loading zones close to light rail station entrances to create a short walking distance for transfers.
- Ample space for passenger loading and circulation.
- Shelters and waiting areas that are covered and have side panels to provide protection from rain and wind.

- Easy to locate and read wayfinding signage to help direct passengers through transfer areas. Signage should be consistent across all major transfer points so riders can easily navigate Metro's and Sound Transit's systems.
- Street crossings that are highly visible, well-lit, and located to minimize potential conflicts between vehicles and pedestrians.
- Internal and external lighting that help drivers see waiting passengers and creates a safer environment for riders, especially at night.

Easy transfers

The 2040 service network envisioned in METRO CONNECTS anticipates a high level of transfer activity, whether from buses to trains or buses to buses, with nearly 70 percent of all transit trips in King County requiring a transfer. To achieve the future vision for transit, Metro and partners would need to invest in new hubs and stations, as well as retrofits of existing facilities. These may include large transit centers at key transfer points that have significant passenger activity, as well as smaller transit hubs dispersed around the county. Amenities would depend on the location, volume of transfers, and the modes serving a location, as each travel mode requires different treatments to provide a smooth connection for passengers.

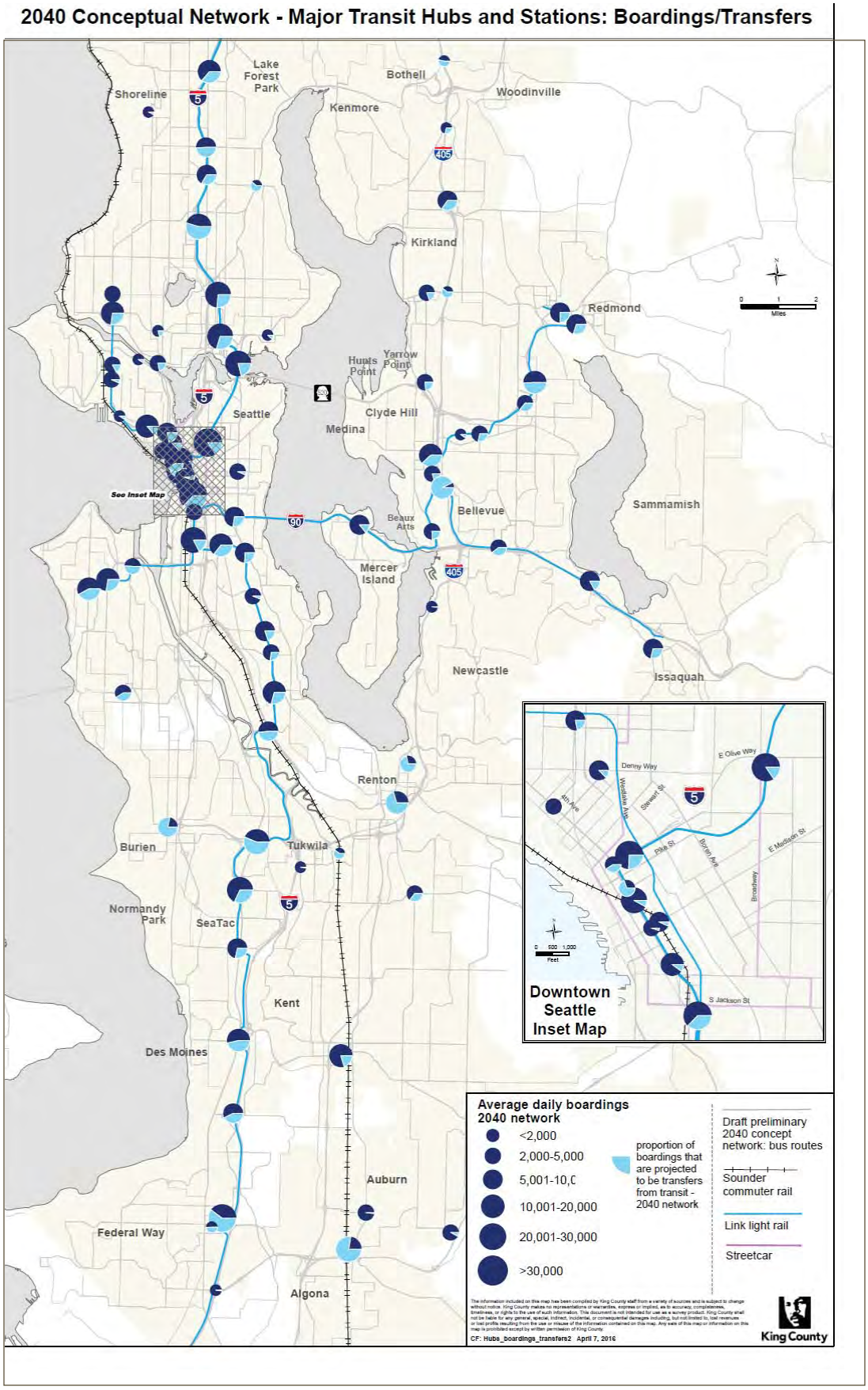
The ways by which riders reach a location —for example walking, driving alone and parking, or riding a bikeshare bicycle—would also influence a facility's design. Due to their size and activity levels, these facilities require a high degree of coordination with cities to ensure they are sited in locations that are consistent with land-use plans. Private property owners can be partners in their development, by co-locating them with TOD or other transit-supportive uses. These partnerships can help reduce the costs associated with land acquisition, construction, and permitting.

Metro evaluated the future needs for transfer locations associated with the proposed 2040 service network. Figure 26 shows the location and volume of boardings and transfer activity anticipated at major transfer points, including light rail stations. A total of 85 new or improved transit hubs were included in the analysis, including the following:

- All existing, planned, and proposed Sound Transit light rail stations.
- All Metro stops projected to have more than 2,500 daily boardings.
- Other key transfer points and hubs.

Under METRO CONNECTS, Sound Transit and Metro would continue working together to provide passenger facilities at existing, planned, and proposed light rail stations that are appropriately sized to handle the anticipated passenger and bus volumes. We will work together as far in advance of station opening as possible to allow for maximum coordination on facilities that work for operations and for customers.

Figure 26
Transit Centers



Regional trails

During development of the recently constructed Redmond Transit Center in Downtown Redmond, Metro worked with King County Parks and Recreation and the City of Redmond to provide good connections to the Redmond Central Connector Trail to the south and the Sammamish River Trail to the west. This was achieved via dedicated bike lanes and sidewalks along 161st Avenue NE and NE 85st Street.

Multimodal connections

High-quality connections between Metro's service and other modes of travel are critical for ensuring easy movement throughout King County. Metro has a long history of work to make these connections easier, becoming the first major transit agency in the nation to put bicycle racks on its entire bus fleet in 1994 and, more recently, contributing to planning for the Pronto! bikeshare system.

Connecting to trails, sidewalks, bicycle lanes, streetcar stations, ferry terminals, and emerging new transportation options helps to give people more travel choices and the ability to travel farther without using a car. The PSRC's *Transportation 2040* plan envisions the development of a transportation system that creates more travel choices while preserving environmental quality and open space.

Bicycles and pedestrians: *Transportation 2040* calls for the development of a Regional Bicycle Network that identifies key bicycle connections to important locations in the region, including regional transit hubs and urban centers.

The regional trails network in King County comprises 300 miles of multi-use paths used for millions of bicycle and pedestrian trips annually. This network presents opportunities to combine cycling or walking with the fast, frequent transit service proposed in METRO CONNECTS.

The proposed development of regional trails is ambitious and targets new connections between cities and urban centers. Existing trail routes such as the Burke-Gilman, Elliott Bay, Mountains to Sound/I-90, West Seattle/Alki, Interurban, Green River, and Cedar River trails are all heavily used. Potential trail routes such as the SR 520 Trail across Lake Washington, the extension of the Mountains to Sound Trail east of Bellevue, and the extensive Eastside Rail Corridor/Cross Kirkland Connector trails would enhance the active transportation network and create substantial opportunities for regional mobility between cities and employment centers.

To improve and expand non-motorized connections to transit, Metro would need to work with local cities, the King County Department of Natural Resources and Parks, and other partners to provide high-quality trail connections, sidewalks, and bicycle facilities for our riders, as well as safe and secure bicycle parking at bus stops and transit centers.

Growing demand for trails and transit

King County's Department of Natural Resources and Parks estimates that up to 10 million trips are made on the regional trails network in King County each year. Commute trips are a significant and growing component of this activity. In 2005, an estimated one-third of all trips on the Burke-Gilman Trail were commute trips. Peak-hour observations of trail use since 2005 and factored for seasonality provide estimates of hundreds of thousands or millions of annual bicycle and pedestrian trips on urban trails. Because these observations are peak-hour-based, they suggest that many trips are utilitarian, such as commuting.

Photo source: UW Transportation Services

The increasing popularity of bicycling ensures that regional trails will play an important role in active transportation in the future. Metro will work to provide safe and comfortable bicycle and pedestrian connections at park-and-rides, major transit centers, and trails, and to provide safe and secure bicycle parking.

Ferries: Travel across Puget Sound is another element of the regional transportation network. Washington State Ferries has three routes that run out of Seattle, connecting to Vashon Island in King County and to Bremerton and Bainbridge Island in Kitsap County. These ferries provide service for pedestrians, cyclists, automobiles and freight.

King County's Marine Division provides passenger-only ferry service. Currently two King County Water Taxi routes provide year-round service between downtown Seattle and both West Seattle and Vashon Island. Several Metro bus routes connect to the ferry terminals in downtown Seattle, West Seattle, and Vashon. The ferry system recently replaced its older vessels with higher-capacity new boats that are greener, more reliable, and hold up to 26 bicycles.

The Marine Division as conduced studies of potential system expansion, including possible new routes on Puget Sound and Lake Washington and connections to expanded transit service.

METRO CONNECTS does not expect a need to significantly expand facilities to accommodate increased ferry ridership in the future. However, Metro will work closely with the Marine Division and local jurisdictions to ensure that any new terminals have the appropriate transit service, and that development is connected to transit-supportive land use that furthers the potential for successful transit.

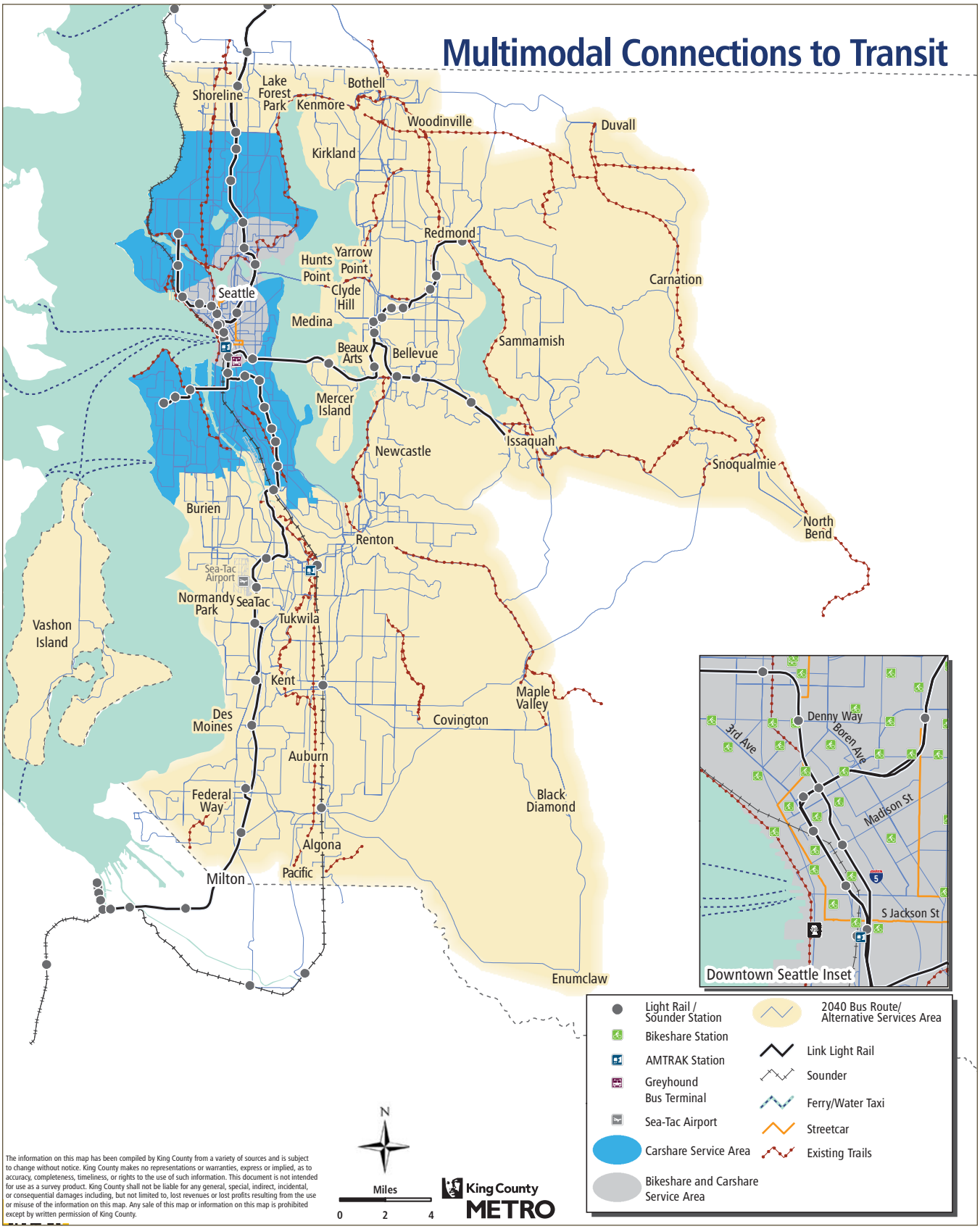
Streetcar: The City of Seattle currently has two streetcar lines. One connects South Lake Union and downtown, while the other connects the Pioneer Square, International District, First Hill, and Capitol Hill neighborhoods. The City plans to construct an additional line through downtown Seattle, connecting these two lines. The result will be a single streetcar line that connects several of the city's densest residential and commercial neighborhoods. Several streetcar stations are located at or near future transit hubs, and retrofits could be necessary to accommodate increased passenger volumes.

Figure 27, on the following page, shows several types of multimodal infrastructure in relation to the draft METRO CONNECTS service network. If the METRO CONNECTS vision is implemented, Metro would work to ensure connections between transit service and other modes of travel that are as easy, quick, and comfortable as possible.

Passenger facility investments would:

- **Add 1,000 stops and stations,** including 85 new and upgraded transit hubs by 2040.
- **Ensure that transit facilities are easy and comfortable** by**:**
  - Updating design guidelines.
  - Coordinating with Sound Transit to provide passenger facilities that make it easy to transfer between bus and light rail.
- **Continue to improve and expand options for multimodal access** to our bus service via connections to regional trails, local sidewalks and bicycle facilities, streetcar stations, and ferry terminals by:
  - Working with partners to ensure facilities work across modes.
  - Design future fare system to allow coordinated fare payment and planning.

Figure 27
King County Multimodal Connections



Getting on the bus would be fast and easy

The time a bus spends at stops to allow passengers on and off can significantly affect the trip time and cause delays for passengers. Boarding a bus can at times be slow and difficult for customers in wheelchairs and those with other mobility devices, strollers, or carts. On many routes, including RapidRide and new trolley buses, features such as low-floor buses, passive restraint systems for wheelchairs, kneeling buses, level boarding, and improved interior designs make boarding easier, more comfortable and faster.

Fare payment also takes time. Boarding is slower for riders paying with cash than for those paying with an ORCA card. At RapidRide stations, customers can pay while waiting for the bus and board at any door, saving time.

To speed up boarding and make using transit easier for customers, Metro would:

- Design fleet vehicles with low floors for easy boarding, especially for parents with strollers and riders who have disabilities.
- Procure fleet with wider aisles and doors that make it faster and easier to get on and off.
- Provide safe and convenient securement areas for customers who use mobility devices on board.
- Include amenities that improve the customer experience on buses—for example, passenger-controlled rear doors for easy exit.
- Simplify and speed up fare payment. Improvements could include fare simplification, all-door boarding, off-board fare collection at more stops, a "proof of payment" system that uses fare enforcement officers, and efforts to increase the market share of ORCA and other non-cash fare payment.

Our RapidRide system employs many of these features, helping to keep these buses moving quickly along their routes.

ORCA ridership has increased steadily since it was introduced in 2009. The ORCA Passport program, which brings in partnerships with employers, universities, and school districts, has helped greatly expand the number of riders using ORCA cards. As of 2015, ORCA business accounts represent 30 percent of Metro's boardings.

In 2015 Metro introduced ORCA LIFT, a reduced-fare card for riders who meet the income qualifications. Through a partnership with Public Health and other human service agencies, 25,000 customers registered for ORCA LIFT cards in the program's first year. The partnership approach also allowed qualified customers to access health care resources at the same time they registered for ORCA LIFT. This program expanded ORCA use while offering a flat $1.50 fare to enrollees. Metro will continue expanding this program in the future.

We will also coordinate with other transit agencies to make fare payment simple. We will explore opportunities to expand fare payment options for parking, bikeshare and carshare providers and TNCs, allowing customers to pay for all stages of a trip in real time with a single medium, such as a smartphone. Our vision is to create a system where our users have all they need, wherever they are, and the tools to easily accomplish each leg of their trips anytime.

Fares and ORCA

In 2009, Metro partnered with six other transit agencies in the Central Puget Sound Region to introduce the ORCA "smartcard" system. ORCA gives transit customers the advantages of faster fare payment and regional transfers. Transit agencies realize benefits such as faster boardings, more accurate ridership data, and improved revenue data and regional revenue reconciliation.

Vendor support for the current ORCA system will expire in 2021, and the ORCA agencies have begun planning for the next generation fare collection system. Technology has changed significantly since the original ORCA system was designed, and the ORCA partners will be exploring opportunities to simplify fare payment for customers and speed up the fare collection process, with possible features such as expanding mobile payment and simplifying the fare structure and product offerings.

All-door boarding saves time for everyone

Many transit agencies, including Metro, are looking at how to improve and speed up the boarding process. The San Francisco Municipal Transportation Agency recently studied the benefits of moving to all-door boarding. Card readers at all doors allowed passengers with valid proof of payment to enter and exit at any door, with cash payment only at off-board ticket vending machines or at the front of the coach. Overall dwell time decreased an average of 1.5 seconds per customer entry or exit—a reduction of 38 percent.

Time savings like this free up buses to provide more service with the same resources. If Metro achieved a similar reduction in dwell time, it could save as much as 50,000 hours a year in customer travel time. Additional benefits might include increased fare compliance and faster travel times.

Metro's current fare system cannot accommodate back door payment, but future systems could be designed to be compatible with all-door boarding. A transition to all-door boarding would require changes in Metro's fare structure, major investment in off-board fare collection equipment, and additional expenditures for fare enforcement personnel.

Metro's zone structure and peak surcharge often require customer/operator interaction, and complicate the development and use of off-board fare collection technology. Simplifying Metro's fares by eliminating the zone and peak surcharges would lower one barrier to all-door boarding, and would speed boarding even in the absence of the additional investment needed to implement all-door boarding. Fare simplification is also key to the success of Next Generation ORCA, being developed by the seven ORCA agencies to handle regional fare payment for the much-higher levels of ridership and intersystem transferring anticipated in METRO CONNECTS.

Boarding investments would:

- **Reduce the amount of time buses spend at stops and make boarding faster and easier** through:
  - Faster fare payment through fare simplification, all-door boarding, off-board payment, and/or mobile ticketing.
  - Faster boarding for wheelchairs through passive restraint systems, for bicycles through easier-to-use racks, and for strollers and baggage through vehicle coach design.
  - Minimization—if not elimination—of cash payment on board vehicles by 2040 by expanding alternative payment methods, providing new locations for fare purchases, and other strategies.

These actions will require a comprehensive review of Metro's fare structure and the development of recommendations for improvements in fare payment.

CHAPTER 4

The Nuts and Bolts

King County METRO

What does it take to make a transit system work? A large workforce with a wide variety of skills. Places to maintain, repair and store buses. A control center where coordinators manage buses on the road by staying in radio contact with hundreds of drivers. The ability to respond to breakdowns and emergency events. Along with more and better service, METRO CONNECTS identifies parallel improvements that would be needed in all of these areas.

Our people

Attracting and retaining excellent employees is vital to providing excellent transit service.

Our bus operators and customer service agents are the outward face of the agency, responsible for delivering safe and reliable transportation and high-quality customer service every day.

Behind the scenes, many more Metro employees perform an array of jobs. They plan and schedule service, purchase, maintain and repair buses; build and maintain customer facilities; respond to events affecting service, safety and security; and in many other ways support the successful daily operation of the Metro system.

Today, Metro employs more than 4,600 full and part-time employees, including about 1,700 full-time and 900 part-time bus operators. We would need to substantially grow our workforce to support the expansion of service envisioned in this plan.

Like any major employer, we face challenges in building and retaining a skilled workforce. Operating and supporting a transit system that is rapidly changing and growing in complexity would require unique and evolving skill sets. Metro must continue to promote safety, adjust to changing policies and technologies, and above all provide the highest level of customer service.

Innovations in vehicle technology such as battery buses, trolley buses with regenerative breaking and the ability to travel off-wire, and next-generation hybrid buses will mean an increased need for highly specialized, technical experts in vehicle maintenance and engineering. Technological innovations such as real-time signage and transit signal priority will mean an increased need for staff to plan, operate, and maintain complex systems. Increasing customer expectations will continue to require operators and front-line staff to be trained to provide excellent customer service while focusing on safe operations. These are only a few of the things that Metro must address to meet customer needs in a growing transit system consistent with the METRO CONNECTS vision.

Metro will need to attract and retain talented employees to remain a transit industry leader. Metro must stay competitive with the private sector for hiring and retention. Efforts to attract and retain a quality workforce include providing robust training and development programs for employees and improving communication throughout the workforce. Metro must address a high turnover of existing supervisory and managerial staff in the near-term and focus on building leadership for the future. Finally, Metro must maintain a focus on productive labor-management relationships with the unions which represent a majority of the workforce.

Metro service creates jobs

In addition to supporting our region's economy by getting people to their jobs, Metro's sizable workforce has a direct economic impact that will increase as the transit system expands.

When we expanded Metro service by about 10 percent in 2015 and 2016, we hired more than 500 new employees, primarily operators.

Partnership to Achieve PACE Comprehensive Equity

The Partnership to Achieve Comprehensive Equity (PACE) is a collaboration between Amalgamated Transit Union 587, Professional and Technical Employees Local 17, and Metro. PACE is committed to developing the policies, processes, and tools necessary to support a work culture of inclusion, fairness and comprehensive equity for all within the agency.
Early examples of PACE work include an updated hiring process for the Base Chief position, hiring of a Diversity and Inclusion Manager, a requirement for all interview panelists to receive anti-bias training, and revisions to the customer complaints policy and database to ensure the system is fair, equitable, and effective.

In 2015, PACE received the Pacesetter Award from the National Public Employer Labor Relations Association.

To attract and retain talented employees Metro would:

- **Stay competitive** with the private sector for hiring and retention.
- **Provide robust training and development programs** for employees and improve communication throughout the workforce.
- **Respond to a high retirement rate** of existing supervisory and managerial staff in the near-term by building leadership for the future.
- **Keep up with changing technology and innovation** in the transit industry.

A fleet for the future

Metro's current fleet includes about 1,400 fuel-efficient buses, comprising hybrid diesel-electric buses, clean-diesel coaches, electric trolley buses, and battery buses. Our fleet also includes paratransit and DART vehicles, VanPool vans, and electric cars for the metropool commute program.

A large additional "non-revenue" fleet includes vehicles such as wreckers, supervisor vans, maintenance trucks, and more. Our vehicles accommodate the diverse needs of our riders and the many functions that support the transit network.

With the 70 percent increase in service proposed in METRO CONNECTS, we would need to buy new buses and vans to support the higher levels of service planned in the future; support vehicles would also be needed. As current vehicle fleets reach the end of their useful lives, replacements will have to be purchased. While Metro's mechanics have an outstanding record of extending the lives of vehicles, all vehicles must be replaced eventually—usually after 12 to 15 years of service. It is estimated that in order to provide the service described in METRO CONNECTS we will need to increase our fleet by approximately 500 buses by 2040. Because more of the new service proposed in METRO CONNECTS is outside of peak hours than in the existing network, buses will be used more efficiently and we would purchase fewer of them in the future to maintain our fleet despite the increase in service hours.

Each time we purchase new vehicles, we have the opportunity to improve their design. We would continue to make improvements with the ease, comfort and safety of customers and operators in mind, and ensure that we provide fair treatment, access, and opportunity for everyone we serve. Future fleet procurement efforts would continue to emphasize features that help to make bus stops as speedy and easy for passengers as possible, as described in the previous chapter, in addition to other criteria such as driver comfort and safety and performance.

We can also proactively include systems to support developing technology. Advanced technology in the future could improve service quality and delivery in numerous ways. The activation of bus real-time intelligence systems, which provide easy and immediate access to useful information about operations and conditions, could support the following types of features, although their development would depend on evaluations of costs relative to benefit:

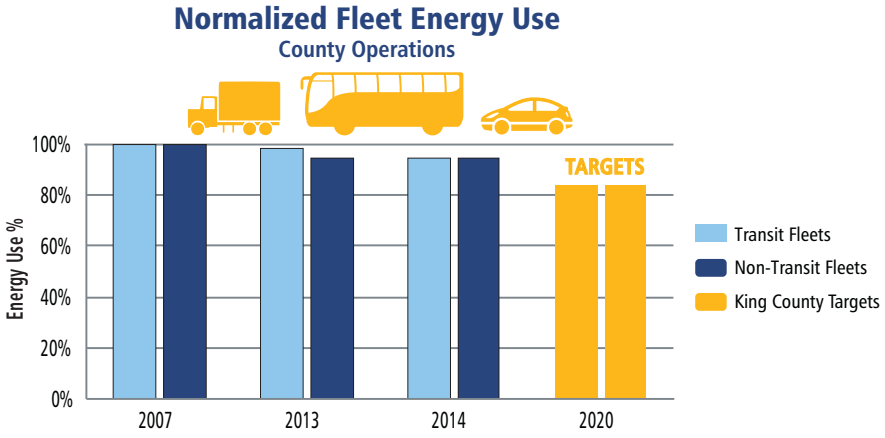
- Real-time information for customers about the availability of seats, bike storage space, and space for wheelchairs or other mobility aids

- Telematics—vehicle systems that use telecommunications to send, receive and store computer-based engine data—for proactive identification of mechanical problems.
- Surveillance video that uses license plate readers and object recognition to identify cars parked in bus-only lanes.
- On-board environmental monitors for weather conditions and air pollution.
- Traffic control that goes beyond transit signal priority, such as remote activation of pedestrian crossing buttons at intersections to reduce patrons jaywalking to catch the bus.
- Secondary uses of the vehicle, such as an emergency communications hub or power generator.

We are also committed to having the greenest fleet possible. Metro was a national leader in adopting diesel-electric hybrid bus technology, and we recently replaced our aged trolley fleet with state-of-the-art trolley buses. Our bus fleet will soon be all hybrid or electric, and we are preparing for rapidly evolving electric vehicle technology to keep our fleet on the cutting edge of environmental improvements and move toward a zero-emissions fleet.

The King County Strategic Climate Action Plan calls for a 10 percent reduction in normalized energy use in Metro Transit operations by 2020, compared to a 2014 baseline. As shown in Figure 28, Metro is already making progress towards this goal. The SCAP also calls for a 10 percent increase in alternative fuel use across King County fleet fuel purchases. Alternative fuel sources include electricity, biofuels, compressed natural gas, liquefied natural gas, hybrid, plug-in hybrid, battery drive, or propane.

Figure 28
King County SCAP Goals for Fleet Energy Use



Fleet investments would:

- **Enable Metro to procure state-of-the-art vehicles to provide and support expanded service.**
- **Replace vehicles** at the end of their useful lives.
- **Use design criteria** for fleet procurement that focus on customer and operator needs.
- **Continue move towards a zero-emission fleet** by piloting new propulsion systems, including battery buses.
- **Meet SCAP goals** of 10 percent reduction in normalized energy use by 2020, compared to a 2014 baseline and increase alternative fuel use by 10 percent by 2025, compared to 2014.

Figure 29
The Trolley System Today (2016)

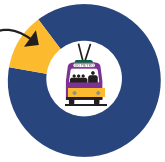
Metro's trolley system operates on

70 MILES

of two-way overhead wire in Seattle.

The new trolley purchase represents over

12%



of Metro's **entire fleet.**

Trolley routes
2, 3, 4, 7, 10, 12, 13, 14, 36, 43, 44, 47, 49, 70

CARRY

20%

of Metro's weekday riders.

Trolley network

Metro is one of only five transit agencies in the United States that operates electric trolley buses. (The others are San Francisco, Dayton, Boston, and Philadelphia; in Canada, Vancouver and Toronto also operate trolleys.) Metro's trolley bus network dates back to the 1940s when the system was designed, in part, to help buses navigate Seattle's steep hills—something not as easily done with diesel coaches. Today, the 70-mile electric trolley bus network carries about 74,000 daily rides, or about 20 percent of the countywide network.

Trolley buses are ideal for Seattle's dense and hilly urban centers and villages. Metro's new low-floor trolley buses have batteries that enable them to travel off-wire for short distances, minimizing the need to run diesel buses when there are power outages or blockages. The new articulated trolley buses have back doors that can be user-operated, layouts designed to accommodate many passengers on some of the Metro's busiest routes, and other passenger amenities.

In addition to the buses themselves, the trolley network infrastructure includes overhead wires and poles, substations, Atlantic Base and the Power Distribution building.

Fiscal partnerships would be crucial to future expansion of the trolley bus network envisioned in METRO CONNECTS. The guiding policies of both Metro and the City of Seattle call for additional electrification to mitigate climate change. The Seattle Department of Transportation (SDOT) is working closely with Metro as we look at expanding the trolley bus network. SDOT has begun acquiring grant funds to electrify service between the University District and Mount Baker. The Seattle Transit Master Plan (TMP) envisions additional electrification, and several of SDOT's planned RapidRide lines would use trolley buses. The Federal Transit Administration (FTA) considers trolley buses to be fixed-guideway transit. Existing FTA grant programs help maintain the trolley overhead and associated infrastructure. Other FTA grant programs could be sought to help fund expansions.

METRO CONNECTS includes several kinds of trolley projects to ensure that trolley bus service is part of our growing system. Metro would invest strategically in the trolley network, focusing first on places where relatively small expansion of wire can allow new service concepts to operate successfully. These include places that have frequent service, common overhead wires with existing trolley bus routes, steep hills and dense urban service areas.

Several kinds of trolley projects are included in METRO CONNECTS:

- Filling gaps in the network to allow flexibility. Adding small new sections of wire or new turning wire could provide more flexibility for operations and planning. An example of this type of project would be new wire connecting NE 43rd Street between 15th Avenue NE and Memorial Way NE.
- Extensions / new electrification projects depending on partnerships. Extending wire to new streets could allow new routes to be converted to trolley bus service, particularly where existing routes travel long distances under overhead wire. An example of this type of project would be the electrification of Route 48 on 23rd Avenue.
- System maintenance and improvement. Keeping infrastructure in a state of good repair through regular maintenance and planned replacement cycles would ensure that the trolley system can meet future rider needs. An example of this type of project is replacing aging substations to make the system more energy efficient and ensure that infrastructure can support more frequent trolley service.

Trolley investments would:

- **Enable Metro to maintain the trolley system** in state of good repair.
- **Identify new funding and partnerships** for extensions to the trolley network.
- **Replace substations and other supporting infrastructure** and explore adapting the power distribution system to provide for electric charging.

Layover areas

Layover is time built into bus schedules between a bus's arrival at the end of a route and its departure for the next trip. Layover time serves multiple purposes, providing break time for operators, allowing buses to get back on schedule if the preceding trip was late, and allowing buses to depart at regular, predictable intervals (e.g. every 10 minutes). Layover areas are located throughout the county, either on-street or off-street, such as at a transit center.

Metro attempts to have layover areas as close as possible to the start and end of routes, to avoid spending time and money getting buses into position between trips. Well-located layover areas give us increased flexibility for scheduling and reduces the amount of time buses travel to the beginning or end of routes. They must have adequate restroom facilities for operators in facilities or nearby businesses. These locations have a huge financial impact on our operations; service costs more when we have to drive empty buses long distances to reach layover spaces. Layover can also have a positive impact on transit reliability. Buses located near the beginning of the route, with the appropriate operator facilities, can start on time.

On-street layovers are spaces where buses park along curbs in regular street right-of-way. Since Metro does not control streets, we partner closely with the jurisdictions that we serve across King County to secure layover space. We site on-street layovers where they will not interfere with traffic movement, seeking to minimize impacts to adjacent properties. However, there is often pressure to reduce or move layovers as property is developed or when use of properties changes. This pressure can be particularly acute in dense urban areas such as downtown cores, where development pressure is large but where layover space is most needed because of the large amount of transit service starting and ending at major destinations. There is increasing competition for limited curb space in many areas.

Metro currently has layovers that accommodate approximately 530 buses. Transit service network changes envisioned in METRO CONNECTS would affect both the number of layover spaces needed and the location of them.

We estimate that 240 additional layover spaces would be needed to accommodate the 2040 network—an increase of approximately 50 percent over today. This is largely due to the need for new layover space to be off-street and anticipation that some on-street layover spaces would no longer be available in the future due to development pressure. Many of these spaces would be needed in dense urban areas throughout the county, including downtown Seattle. This would require updating and renegotiating numerous agreements that currently secure layover space for Metro, and developing new agreements for the future.

METRO CONNECTS includes several kinds of layover projects:

- Metro would continue to work with jurisdictions to site on-street layover areas or build off-street layovers where we expect to have a long-term need, such as in downtown Seattle. We'll also work with property owners and builders to incorporate layovers that have rider facilities as part of new development. Transit-oriented development projects are great opportunities for these types of partnerships.
- Metro would continue partnerships with other government agencies to secure layover space. Moving away from on-street layover in some instances offers benefits to local cities, but would require more costly investments in off-street layover facilities. This would build on successful joint agreements that currently exist with Sound Transit, Community Transit, and Pierce Transit at facilities in Tukwila and Auburn. King County Housing Authority is another potential partner.

- Metro would ensure that adequate layover is provided consistent with plans for additional park-and-ride and transit-oriented developments outlined in METRO CONNECTS.

Layover investments would:

- **Allow continued work with jurisdictions** to site on-street layover areas or build off-street layovers in order to meet an anticipated growth in long-term need of 50 percent over today.
- **Provide for innovative work** with property owners and builders to incorporate layovers that have rider facilities as part of new development, such as transit-oriented development projects.

Bus bases and support facilities

Long before a Metro bus arrives at your stop, many hands prepare it for the trip. Mechanics do maintenance or repairs. Employees clean and fuel the bus and may post "rider alerts" about upcoming service changes. Drivers check in and learn about events that might affect transit service that day. Activities like these are performed at bases where buses are parked when not in operation. Storing and maintaining buses requires physical space, infrastructure, and a well-trained workforce. All of these pieces must be in place in order for Metro to provide the service proposed in METRO CONNECTS.

Safety and security

Safety is a key Metro value. METRO CONNECTS identifies four areas for continued work to make Metro one of the safest modes of travel for our customers and a safe place to work for our employees.

- **Safety of customers, employees.** We have limited Metro facility space for fare enforcement officers, security monitoring centers, subcontracted security, and necessary equipment that goes along with that. We plan to install more cameras, controlled access points (doors, gates, etc) in order to secure the behind-the-scenes transit facilities. Safety on board buses and at stops and stations, transit centers, and park-and-rides would remain a priority.
- **Shared facilities including expanded Link stations.** Metro would continue to work with partners at shared facilities to ensure that these facilities are safe and secure for riders and employees.
- **Metro Transit Police.** As the system grows and our urban centers expand, the need for security and protecting the riding public would grow. Although there is uncertainty about global events and our future staffing/security approach, we know that we would need more personnel, vehicles, technology and equipment as well as more space for facilities.
- **Security and enforcement around transit facilities.** Bus-only lanes, busways, high-occupancy vehicle lanes, and roadway features that keep buses moving are important to the system. Mechanisms for enforcing traffic restrictions are key to keeping transit moving.

Intelligent transportation systems (ITS)

The transportation industry is on the verge of being transformed by technologies that will interconnect travelers, vehicles, management centers and the roadway itself. Metro has been a leader in the use of Intelligent Transportation Systems (ITS) including the introduction of a wireless communications network on its RapidRide service lines that enable buses to request priority treatment at traffic signals and passengers to pay their fares before boarding, as well as delivering next bus information to the roadside. Metro will build on this architecture to deliver these and other improvements system wide, and connecting the management of transit with the other transportation modes to make our service faster, more reliable, easier to use, and a transparent component of the region's transportation network. Many of Metro's concepts for future use of ITS are mentioned throughout this plan, including:

- Intelligent buses that report the number of available seats, bike rack and ADA space occupancy, live engine diagnostics, monitor weather and pollution, communicate with the road network and other vehicles, and more.
- Integration of public and private travel options such as bus, light and commuter rail, and TNCs like Uber and Lyft into a single trip planning and payment system.
- Integration of transit system management with the other regional management centers such as WSDOT and the City of Seattle.
- Other future technologies such as automated (driverless) buses, and active safety systems.

South Base

Bus bases

Metro's bases support an average of 200 buses each. All Metro bases support both operations and maintenance facilities. Metro is currently very near capacity at existing bases, limiting our ability to add more vehicles to the fleet.

In order to support the proposed service network, we would need two or three additional bases to serve our expanded fleet. These are major facilities that require extensive work to site, plan, and design.

The exact facilities required would depend on many factors, such as the sizes of buses needed, the propulsion technologies, and partnerships with other transit providers. Bases would be sited and designed according to key criteria:

- **Sustainability.** King County's Green Building and Sustainable Development Ordinance sets green building requirements to reduce waste and increase operational efficiency. Future bases would comply with this ordinance.
- **Location.** There are significant operational benefits of locating bases near to the start and end points of service, limiting the distance vehicles' travel without passengers. Locating facilities near transit service also gives operators options for how to get to work.
- **Partnerships.** Metro has agreements with Sound Transit to share bus base capacity. This helps both agencies operate efficiently by having storage and layover space near the beginnings and ends of routes.

- **Change.** Bases and other facilities would accommodate changes in fleet and propulsion technology—including continuing to support a fleet of electric trolley buses and expanding the number of battery and hybrid buses.
- **Operational success.** Bases would be located and designed to allow for operations and maintenance to occur in an effective manner, including providing facilities for employees.
- **Employee parking.** Bases must provide adequate space for employees to park on-site.

Metro is continuously exploring ways to maximize the use of facilities and reduce costs. An example of this is our current practice of parking some buses from North Base at bases near downtown Seattle during the day, rather than driving empty buses back to the base. Metro would continue to pursue innovative ideas for use of existing facilities, such as using park-and-rides for overnight bus parking.

Support facilities

Beyond the bases, a variety of facilities are required to support the transit network. All of these facilities and functions would need to be expanded and accommodated if Metro service grows as proposed in this plan. Key support facilities are described below.

Operations support. More people would be needed to manage and support the operation of a growing transit system. The Transit Control Center manages and tracks buses and requires specialized equipment to ensure that controllers and operators can quickly communicate as needed. Service Quality staff and field supervisors also need space to accommodate staff members when they are not in the field.

Training facilities are required to give operators training before they begin driving buses and to keep their skills fresh. These include classroom space and test areas for driving buses.

In the field, operators need adequate restroom facilities and places to rest between trips. Metro Transit Police would need a headquarters that accommodates a larger police force for a larger system.

Maintenance and power distribution facilities. Facilities would be needed to provide space for staff who build, repair, maintain, and clean Metro facilities. Expanding the system as envisioned in METRO CONNECTS means more bus stops, shelters, and park-and-rides that would need regular cleaning, repair, and maintenance. Higher ridership and RapidRide expansion would mean a need for enhanced facilities such as shelters and signage at stops that exist today but do not have many amenities. The staff that provides these functions must have adequate space including offices, supply storage, and vehicle storage. Expanded use of technology both in vehicles, at stops, on buses, and at park-and-rides means more space would be needed for sign maintenance, radio maintenance, battery charging and more.

All of these functions require highly trained employees and facilities located as close to the major areas of service as possible. New concepts for customer information, such as electronic marketing kiosks, require special equipment. As technology advances enable us to better serve riders, Metro must ensure that adequate facilities and highly-trained employees are in place to keep those systems up and running.

Office functions. Metro has numerous work groups that require office space. Some of this space must be customer-facing, such as customer service offices. Other space

is needed for rider information phone representatives, planning, engineering, marketing, information technology, and other functions that support the overall transit system. Expansion of service as envisioned in this plan would create a need for some of these functions to grow, particularly as new capital projects are planned, designed, and built.

Revenue-processing is another office function that requires secure physical space for handling money and fare media that riders pay with every day. Even as fare payment becomes less reliant on cash, there are still likely to be kiosks, ticket vending machines, or other facilities that will require cash processing.

Non-revenue vehicle maintenance facility. A new facility would probably be needed to support an increase in the number of vehicles, types of vehicles, and heavy-duty vehicles used for maintenance.

Bus base and support facility investments would:

- **Enable Metro to build the facility and support capacity** to handle the equivalent of three new bases over the lifetime of the plan. This includes the near-term need to increase capacity given that current service utilizes nearly all available base capacity today.
- **Study and fund operational changes** to reduce dwell time and improve reliability systemwide, such as:
  - Increasing staffing and technology to monitor service in real time, enabling us to make adjustments that help maintain spacing between buses and respond to service disruptions.
  - Managing all frequent service by headways rather than schedule by 2040 to improve service performance and efficiency.
  - Working with partners to improve incident response options that keep buses moving through delays, such as installation of temporary bus-only lanes that maximize person throughput when major delays occur.

CHAPTER 5

Implementing the Vision

King County METRO

Metro can't achieve the METRO CONNECTS vision all at once, and we can't do it alone. Collaboration, partnerships, and incremental change over time will be the keys to getting there.

Metro's *Strategic Plan for Public Transportation* offers a framework for how Metro can work to give the public the highest quality transportation products and services possible. The strategic plan guides Metro by laying out goals, objectives, strategies and performance measures for transit in King County.

As we updated our strategic plan and conducted regional initiatives such as the *Alternative Services Implementation Plan*, the *Access to Transit Study*, the *Non-Motorized Connectivity Study* and the Regional Transit Task Force, an interest in developing a shared regional vision for transit emerged. Cities confirmed their interest in how transit interacts with local land-use planning.

METRO CONNECTS builds on the principles laid out in the strategic plan and on the other planning initiatives. It is a plan for an integrated transportation system that connects people to opportunity, protects our environment, and knits together our growing cities.

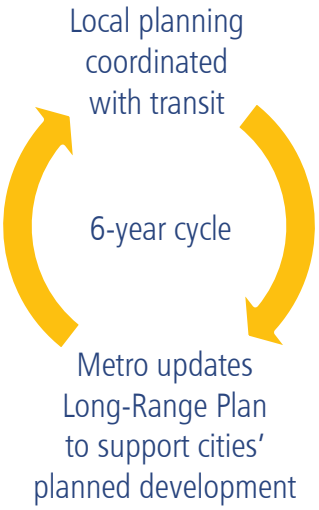
METRO CONNECTS is the product of an intense collaborative process with transit users, King County cities, unincorporated areas, Sound Transit and other transportation agencies, businesses and other stakeholders. They worked together over 18 months to develop a shared vision of better mobility in our region. This shared regional vision describes a desired end state for transit in 2040 and gives us a framework for decision-making toward the interim year 2025.

The primary purpose of METRO CONNECTS is to help us ensure that the decisions we make today and tomorrow will help us implement, over time, our shared regional vision for transit with as much certainty as possible.

Importantly, METRO CONNECTS supports and includes local plans. Metro worked with all cities in King County to create a proposed transit service network that ensures future transit service supports economic growth and local land-use changes.

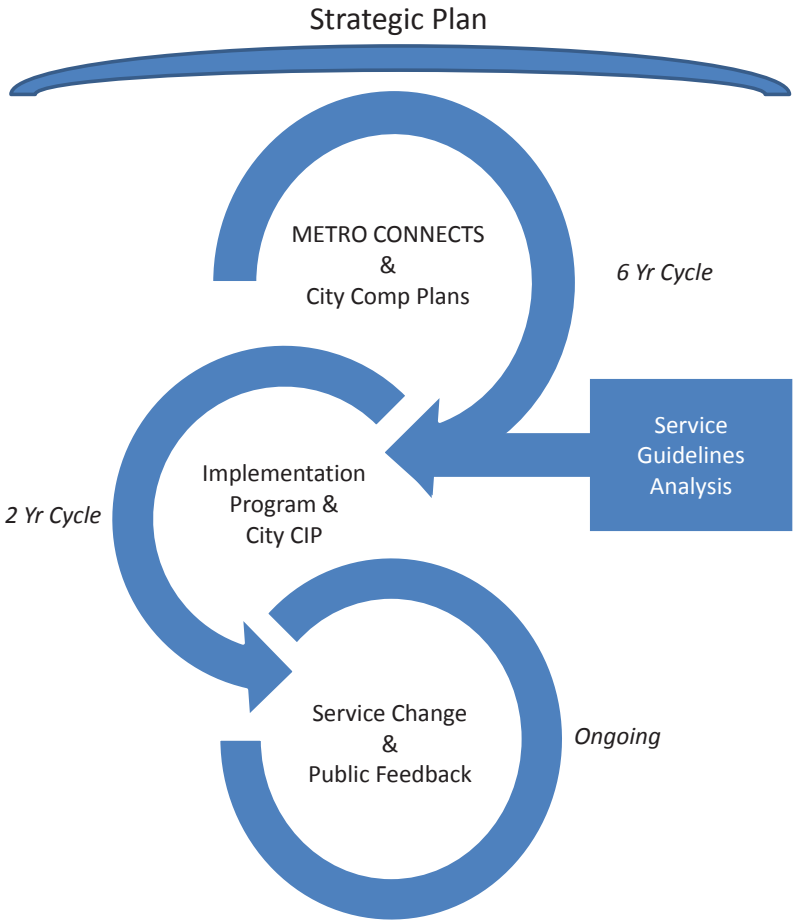
METRO CONNECTS envisions Metro working to sync up transit service expansion with changes in land-use patterns and development, and to be relevant in the places where people want to use the system now and in the future.

Figure 30
METRO CONNECTS Update Cycle



METRO CONNECTS will be a living document that we expect to update every six years. Intermediate changes that occur on the ground and to local plans will be updated in future iterations of METRO CONNECTS, as shown in Figure 30. This iterative process will contribute to an enduring consensus about the future of transit and help us effectively implement a shared regional vision for transit even as plans change and the system evolves. Updating the plan will help cities realize their individual visions for the future as well. The interplay between METRO CONNECTS, the Service Guidelines, and local land use and comprehensive plans is shown in Figure 31.

Figure 31
Relationship of METRO CONNECTS and Other Plans



Implementation program

Metro currently makes service decisions using our Service Guidelines, which help us evaluate, design and modify transit services to meet changing needs and deliver high-quality service. The guidelines are based on three important principles: productivity, geographic value and social equity.

To implement the METRO CONNECTS vision, Metro would use these three principles to ensure that we both move toward our shared regional vision and that the service on the ground reflects our values. A rolling six-year Implementation Program would be informed by both the Service Guidelines and METRO CONNECTS. It would be developed by Metro, the King County Executive and the King County Council, in collaboration with cities and transportation stakeholders.

METRO CONNECTS' Implementation Program would reconcile the near-term needs identified in the annual Service Guidelines report with the long-term service and capital needs identified in METRO CONNECTS.

This process would require frequent, strong, ongoing coordination with Sound Transit, King County cities, and other stakeholders. The development of the Implementation Program would be the primary tool King County would use to coordinate near-term (less than six years) plans for service and complementary capital investments. This collaboration would enable Metro to closely coordinate activities such as transit priority with jurisdictions.

The Implementation Program would also provide a solid basis for community engagement when we begin a service change proposal.

Metro will consider the following planning factors as part of the Implementation Program:

- Sound Transit and/or Metro service investments identified in METRO CONNECTS.
- Corridors above or below the All-Day and Peak-Only Network target service level identified in Metro's Service Guidelines.
- Duplication of services.
- Mismatch between service and ridership/potential demand.
- Major transportation network changes.
- Major development or land use changes.

When identifying areas for inclusion in the Implementation Program, the following resources and investment needs would be considered:

- Existing service hours on routes within the project area.
- The amount of service hours estimated to bring all corridors in the project area up to target service levels (per the Service Guidelines).
- The amount of service hours needed to implement a RapidRide line and associated route changes (if one is within the project area).
- The amount of service hours needed to meet service investments proposed in METRO CONNECTS.

By considering both the planning factors and available resources, the Implementation Program provides an opportunity to reconcile the needs identified in the Service Guidelines with the METRO CONNECTS service network and vision.

Investing together: What it would take

Implementation of the METRO CONNECTS vision would fundamentally change the way transit works in King County, and we will need to work together as a region to fully implement it.

Metro would expand current efforts to collaborate with local jurisdictions and stakeholders to improve transit in the region through a variety of partnerships: financial, land use and zoning, traffic operations, transportation infrastructure and policies, traffic operations and grant coordination as well as new and innovative kinds of partnerships. Achieving the vision relies on investments that enable transit to serve more people, in more places, in more ways.

Examples of needed investments:

- Expand the RapidRide program and support frequent and express lines with infrastructure to keep them running quickly and on time.
- Build passenger facilities to accommodate many more people while facilitating easier and safer connections.
- Provide 70 percent more bus service than today—from 3.5 million hours to 6 million hours.
- Continue to support the existing infrastructure in a state of good repair that ensures the system is safe and reliable.

While many of the investments would need to come from Metro, in order to fully achieve the results identified in the plan, our partners would have to make investments as well.

We would rely on partnerships to:

- Create more than 600 miles of roadway and transit priority improvements to make transit run faster and more reliably.
- Improve passenger amenities at more than 4,500 bus stops, shelters, stations and transit centers.
- Develop more than 100 miles of bicycle and pedestrian paths and dozens of secure bicycle parking facilities at major transit hubs around King County.
- Increase park-and-ride capacity by approximately 40 percent.
- Identify ways to help transit move through regional bottlenecks.
- Partner to address any permitting and other issues that would be required to provide the operating infrastructure necessary to support the expanded service levels that METRO CONNECTS proposes.

Service investment

METRO CONNECTS identifies the need for a 70 percent expansion of bus service by 2040—from today's system of 3.5 million hours to a future system of 6 million hours.

Today, $600 million is spent annually to operate current service hours. By 2040, an additional $500 million annually (in 2015 dollars), would allow us to implement the METRO CONNECTS operating improvements, bringing frequent service to within a half-mile of 70 percent of the county's population and expanding flexible transit options.

Currently, Metro's primary sources of revenue are sales tax, property tax, fares, and federal and state grants. Forecasted growth in existing revenue streams of taxes, fares, grants and other service partnership funding would cover some of the proposed METRO CONNECTS service investments. To fund the remaining investment, the county would look to additional federal, state and local funding options and partnerships to implement METRO CONNECTS by 2040.

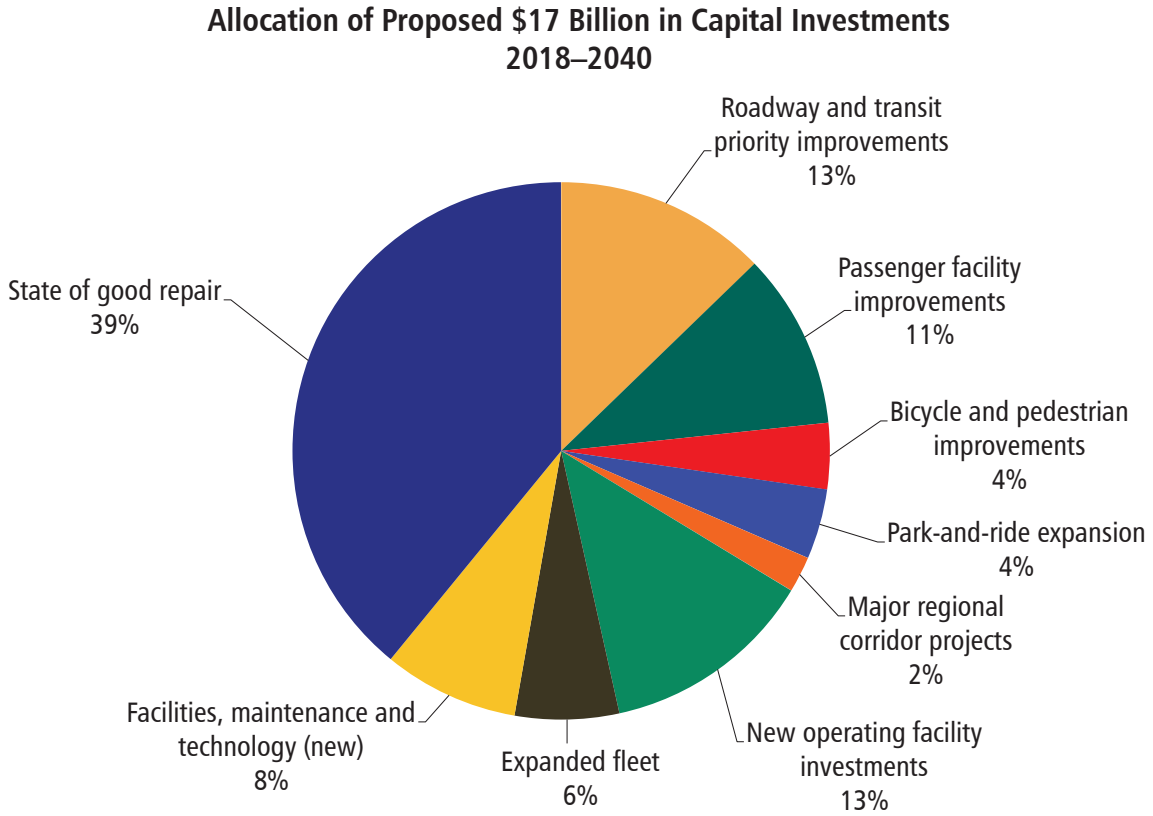
Capital investments

METRO CONNECTS calls for a significant expansion of capital investments to create optimal transit travel conditions for speed and on-time performance, as well as significant investments in passenger facilities to support the new service network. Metro would also invest in technology and supporting infrastructure to support the enhanced customer experience we envision.

Metro's underlying capital program supports the maintenance of the existing system in a state of good repair but does not support significant expansion of the system. If service investments are made, corresponding investments would also be required for vehicles and operating facilities. To maintain existing infrastructure in a state of good repair and meet the objectives outlined in METRO CONNECTS, it is estimated that between 2018 and 2040 Metro would invest approximately $17 billion in year-of-expenditure dollars on capital investments, of which approximately $7 billion would be associated with maintaining the assets and infrastructure that supports the baseline service levels. Figure 32 illustrates how those capital investments would be distributed among the major capital elements.

As with the service investments, forecasted growth in existing revenue streams of taxes, fares, grants and other funding would cover some of the proposed METRO CONNECTS capital investments. To fund the remaining investment, the county would look to additional federal, state and local funding options and partnerships.

Figure 32
Capital Investments



First steps

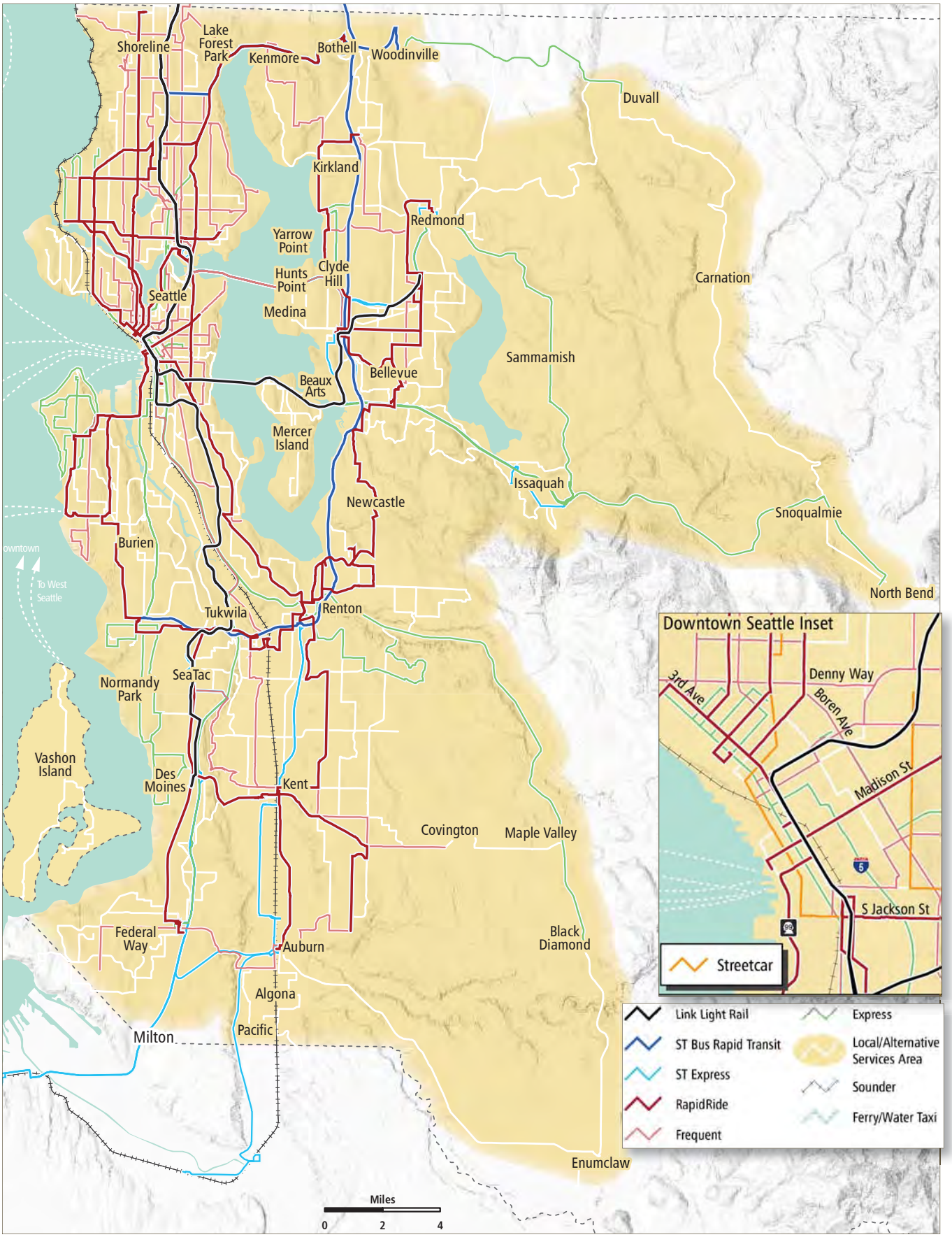
METRO CONNECTS outlines not only a vision for 2040, but also a vision and service network for 2025—roughly when all known and funded Sound Transit projects will be complete. (See a map of the METRO CONNECTS 2025 network on p. 67.) This interim time frame provides the starting point for discussion about how Metro would move toward fulfilling the long-range plan's 2040 vision. It assumes that we are able to make significant progress toward that vision by then.

By 2025, METRO CONNECTS calls for Metro to:

- **Implement Service Guidelines-identified investments.** The current Service Guidelines have identified hundreds of thousands of hours of need across King County to better serve the transit demand in a socially equitable and geographically fair way. Increasing Metro's service to meet these needs is an opportunity to begin implementing the METRO CONNECTS service network and service levels.
- **Restructure around Link light rail expansion.** By 2025, Link will be extended north to Lynnwood with stops at Northgate and NE 145th Street. Link will also extend east to Overlake Transit Center in Redmond and south to Highline College in Des Moines. Each of these changes to the light rail system will provide an opportunity to review the entire transit network and begin to build the METRO CONNECTS service network and service levels.
- **Build new RapidRide lines in coordination with the City of Seattle and other partners.** An expanded RapidRide network is the centerpiece of the METRO CONNECTS frequent network, which features enhanced levels of service and will integrate with our region's high-capacity transit network to connect our urban centers.

  METRO CONNECTS proposes the creation of 18 RapidRide lines across King County by 2025. Some of these are already funded in partnership with the City of Seattle by the Move Seattle levy. If METRO CONNECTS is implemented, these corridors would be accompanied by capital investments in roadway infrastructure to keep transit moving quickly and on time, and in enhanced passenger amenities to improve the rider experience.
- **Expand the capacity of Metro's transit system.** To meet the growing demand for transit in the region, Metro needs expanded capacity for buses, which includes not only the actual vehicles, but also the infrastructure to support those vehicles. In the near term, Metro anticipates buying additional transit fleet, looking at expanding bus base capacity, and hiring operators and other personnel to support an expanded transit system.
- **Facilitate more and better access to the transit system.** In conjunction with other transit agencies and cities, Metro would continue efforts to improve options for transit riders to get to bus stops and light rail stations. Options would include parking improvements that allow us to use existing resources more efficiently, manage demand and increase supply. We would also continue to work with local jurisdictions to improve bicycle and pedestrian facilities to make it easier to access transit.

Figure 32
METRO CONNECTS 2025 Service Network



Learn more and get engaged in planning the transit system of the future:

kcmetrovision.org

ST3 Draft Plan Map – PROPOSED

KEY

PROPOSED ST3 PROJECTS
- Link Light Rail
- Bus Rapid Transit
- Sounder Rail
- Proposed shoulder-running buses / speed and reliability improvements
- Environmental study
- Future investment study

CURRENT AND PLANNED SERVICE
- Link Light Rail
- Sounder Rail
- ST Express Bus

STATIONS
- New station
- New station / added parking
- Improved station
- Major rail transfer

NOTE: All routes and stations are representative.

Updated: 3/24/16

PROPOSED DRAFT: 3/24/2016

SOUND TRANSIT 3: DRAFT SYSTEM PLAN PROJECT LIST

In August 2015, following extensive public input, the Sound Transit Board identified projects to be studied as candidates for inclusion in the ST3 system plan. On December 4, 2015, Sound Transit presented the results of those studies, which document estimates of ridership and cost, as well as evaluations of other factors for each project. The Board will draw on these studies as it narrows in on a draft ST3 system plan. The following is a listing of representative projects that have been identified for the Draft ST3 System Plan.

PROJECT NAME	MODE	DESCRIPTION
LIGHT RAIL TRANSIT PROJECTS		
Redmond Technology Center Station to SE Redmond to Downtown Redmond (East Link)	Light Rail	This project would extend East Link to Downtown Redmond, as described in ST Board Reso/ution R2013-09 and the FTA and FHWA Record of Decision. The project would include two new stations.
Kent/Des Moines to Federal Way Transit Center	Light Rail	This project would extend light rail from Kent/Des Moines to the Federal Way Transit Center via I-5. The portion of this project from Kent/Des Moines to S 272nd is part of the ST2 program; however, due to reduced agency revenues experienced during the recent recession, implementation was deferred. This project would include two new stations.
Ballard to Downtown (including second subway tunnel through Downtown Seattle)	Light Rail	This project would build light rail from Downtown Seattle to Ballard's Market Street area. It would include elevated and at-grade light rail on 15th Avenue NW and Elliott Avenue West and a rail-only movable bridge over Salmon Bay. It includes a new rail-only tunnel through the Uptown neighborhood and Downtown Seattle. This project would include nine new stations.
Federal Way Transit Center to Tacoma Dome	Light Rail	This project would extend light rail from Federal Way Transit Center to Tacoma via I-5 with four new stations including one serving the Tacoma Dome.
Downtown Seattle to West Seattle	Light Rail	This project would provide a light rail connection from Downtown Seattle to the vicinity of West Seattle's Alaska Junction neighborhood including an alignment primarily on an elevated guideway, and a new rail-only fixed span crossing of the Duwamish River. This project would include five new stations including a transfer connection at SODO.
Lynnwood to Everett	Light Rail	This project would provide an elevated and at-grade light rail extension from the Lynnwood Transit Center to Everett Station via the Southwest Everett Industrial Center and Evergreen Way. This project would include six new stations including one serving Everett Station. The project would also include two provisional stations, SR 99 and Northern Evergreen. Funding not currently included in the Draft System Plan would have to be identified in order for these stations to be built.
Bellevue to Issaquah	Light Rail	This project would build light rail from Bellevue to Issaquah via Eastgate. This project would include three new stations and a provisional station in the Lakemont area. This provisional station would require identification of additional funding not currently included in the Draft System Plan in order to be built.
Infill Light Rail Station: Graham Street	Light Rail	This project would provide a new infill station on the Central Link light rail line in the vicinity of Graham Street.
Infill Light Rail station: Boeing Access Road	Light Rail	This project would provide a new infill station on the Central Link light rail line in the vicinity of Boeing Access Road and I-5.
Infill Light Rail Station: 130th (Provisional)	Light Rail	This project would be included as a provisional elevated station at I-5 and NE 130th Street along the Lynnwood Link Extension corridor. The station was identified by the Sound Transit Board as a potential future station during the selection of the route, profile, and stations for the Lynnwood Link Extension. This project would require identification of additional funding not currently included in the Draft System Plan in order to be built.
Tacoma Link Extension to Tacoma Community College	Light Rail	This project would extend Tacoma Link from Downtown Tacoma to Tacoma Community College with six new stations.
BUS RAPID TRANSIT & BUS PROJECTS		
I-405 Bus Rapid Transit	Bus Rapid Transit	This project would establish BRT from Lynnwood Transit Center to the Burien Transit Center via I-405 and SR 518. The project would rely on the I-405 express toll system where available, and BAT lanes on SR 518 from Tukwila to Burien. Project elements include parking, station access improvements, and ten stations, including a new transit center in South Renton and a new station at NE 85th St. with BAT lanes extending toward Downtown Kirkland.
145th and SR 522 Bus Rapid Transit	Bus Rapid Transit	This project would design and implement BRT on NE 145th Street between the Link station at I-5 and SR 522 with transit priority spot treatments used to facilitate BRT movement through corridor bottlenecks. The project would design and implement the completion of Business Access Transit (BAT) lanes along SR 522 from the intersection of NE 145th and SR 522 to the vicinity of UW Bothell. This project would include ten stations. Service would also extend to Woodinville.
King County Metro Rapid Ride C and D Capital Improvements	Bus Rapid Transit	This project would design and implement transit priority improvements along King County Metro's Rapid Ride C and D lines that provide BRT service to Ballard and West Seattle as an early deliverable to provide improved speed and reliability, in advance of light rail starting operations to these areas.
ST Express Service	Express Bus	This project would fund capital and operating improvements for ST Express regional bus service supporting the high-capacity transit extensions that are selected for the Sound Transit 3 measure.
Proposed Bus on Shoulder Program: Opportunities along I-5, I-405, SR 518, and SR 167	Bus	This program proposes to enable buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT, and Federal Highway Administration in order to determine locations that may be feasible for this program.
Capital Enhancements to Improve Bus Speed and Reliability between East Pierce County cities and Sumner Sounder Station	Bus	This project would provide capital improvements to facilitate the efficient flow of new and expanded bus connections to Sumner Station.
Bus Capital Enhancements for Speed, Reliability and Convenience along Pacific Avenue (Tacoma)	Bus	This project would provide a capital contribution to Pierce Transit for bus capital enhancements for speed, reliability, and convenience along Pacific Avenue in Tacoma.

PROJECT NAME	MODE	DESCRIPTION
SOUNDER COMMUTER RAIL PROJECTS		
South Sounder Capital Improvements Program	Commuter Rail	This project would establish a program of capital elements that would be used to meet growing demand for South Sounder. Access elements could include improvements for pedestrians, bicyclists, buses, private vehicles, prioritized per Sound Transit's Access Policy. Additional program elements could include platform extensions, track and signal upgrades, and other related infrastructure to facilitate additional capacity.
Sounder Expansion to DuPont	Commuter Rail	This project would extend Sounder commuter rail service from Lakewood to Tillicum and DuPont with two new stations.
North Sounder Parking	Commuter Rail	This project would provide an early deliverable within the ST3 System Plan by providing additional parking at Mukilteo and Edmonds Sounder Stations.
HCT STUDIES, POLICIES & PROGRAMS		
Future System Planning (ST4)	Policies and Programs	This project would include funds for planning efforts supporting a potential future Sound Transit 4 ballot measure that continues progress toward implementing Sound Transit's Long-Range Plan.
HCT Study: Light Rail Extending from West Seattle to Burien and extending to the Light Rail Spine	Light Rail	This study would examine a light rail extension from West Seattle to Burien, including the connection from Burien to the light rail spine. The study would be completed in coordination with local transit partners to examine a variety of options for service provision and to maximize opportunities for regional integration.
HCT Study: Northern Lake Washington	Light Rail	This study would examine options for expanding light rail transit connections across northern Lake Washington that may be needed when ridership demand exceeds available capacity. This study would examine alternatives including and parallel to SR 522 and SR 520, as well as connections from Ballard to Kirkland, Sand Point to Kirkland, and Redmond and/or Bellevue. This study would also examine connections to the University of Washington. This study can consider potential upgrades in existing service and/or improved connections. It should be completed in coordination with local transit partners to examine a variety of options for service provision and to maximize opportunities for regional integration.
HCT Study: Commuter Rail to Orting	Commuter Rail	This study would examine a future extension of a commuter rail connection from Orting to the existing South Sounder System.
HCT Study: Connections from Everett to North Everett	Light Rail	This study would examine a future extension of light rail from Everett to North Everett.
HCT Environmental Study: Bothell to Bellevue via Kirkland	HCT	This study would complete an environmental study to examine HCT options from Bothell to Bellevue via Kirkland.
Improved Passenger Amenities at Stations and Stops	HCT	This program would provide improved passenger amenities at stations and stops, including access improvements for bikes/pedestrian improvements, real time information expansion at stations/stops; Expand use of ORCA and/or Mobile Pay options; Access for drop-off and pick-up capacity at stations, transit services, car share services, and private vehicles.
System Access Program (Pedestrian and bicycle access, bicycle parking, transit)	Policies and Programs	This program would fund access improvements for Sound Transit stations and facilities including non-motorized access, bicycle parking and facilities, bus transit access and expanded drop-off/pick-up as needed. This program includes a mode of access data collection program and station area access studies. Funds would be prioritized per Sound Transit's System Access Policy. This program would provide funding in addition to the non-motorized access funds included for individual projects.
Innovation and Technology Program	Policies and Programs	This program would fund research, analysis, and implementation of innovative best practices, partnerships, and technologies to increase ridership, improve service, and enhance efficiency of regional mobility outside of new investments in large capital projects.
Transit-Oriented Development Planning Program	Policies and Programs	This program would fund TOD analysis and support beyond the planning phase of transit capital project development in anticipation of sale, lease, or transfer of surplus properties or air rights to third parties. All analysis and property disposition would be conducted in accordance in with applicable board policy including TOD Policy (Resolution No. R2012-24). This program would provide funding in addition in the ST3 funds assumed for Regional Equitable TOD fund.

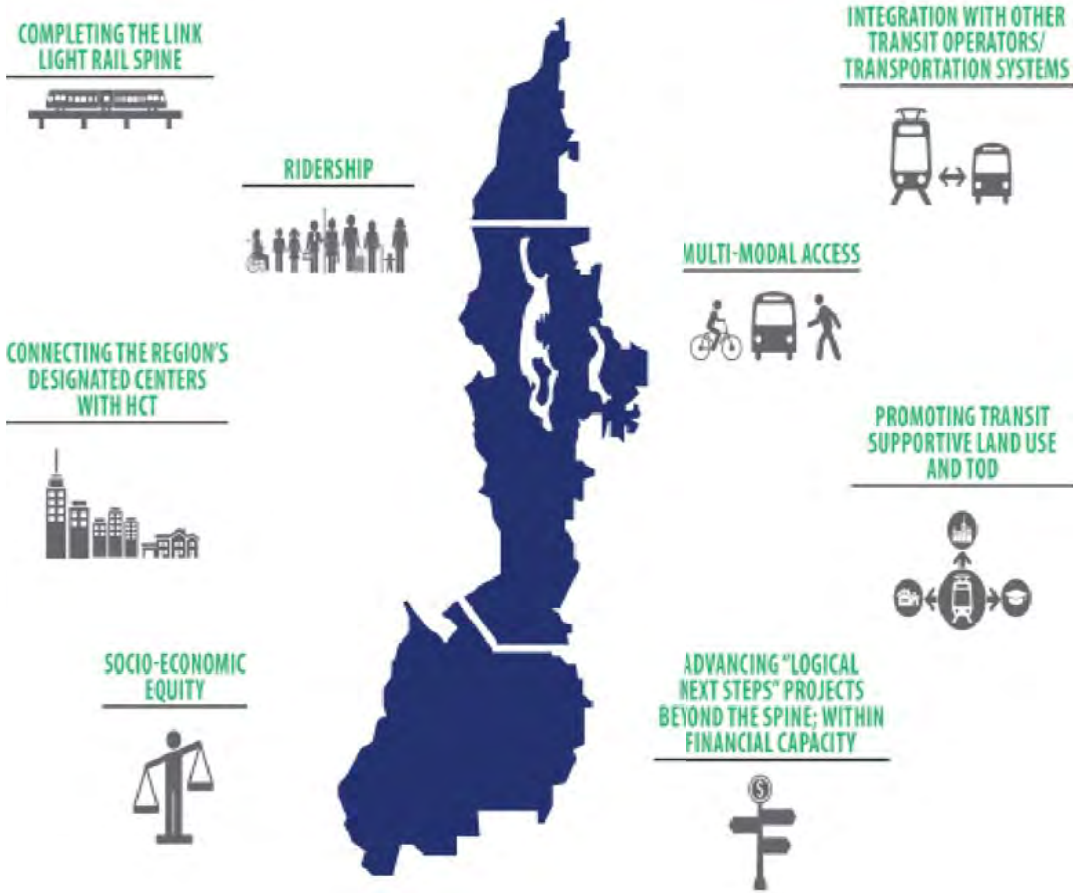
ST Board of Directors: Draft ST3 System Plan

March 24, 2016

Agenda

- ST3 Draft System Plan
  - 25 year plan
  - Representative projects
  - Draft plan delivery schedule
- Project updates since 12/4/15
- Financial Plan elements
- Next Steps

ST Board's Core Priorities for ST3



SOUNDTRANSIT
RIDE THE WAVE

2023 ST2 System

Projects	Scheduled Completion
University Link Extension	2016
Angle Lake Link Extension	2016
Northgate Link Extension	2021
Tacoma Link Extension (partnership project to be baselined in Q2 2017)*	2022*
East Link Extension	2023
Lynnwood Link Extension	2023
Extension to Kent/Des Moines	2023

SOUNDTRANSIT
RIDE THE WAVE

DRAFT ST3 System Plan: Early Deliverables

Projects	Draft Schedule
Early Deliverables to improve bus speed and reliability: • Bus on Shoulder Opportunities: I-5, I-405, SR 518, SR 167 • Capital improvements for RapidRide C and D Routes • Bus capital Improvements for Pacific Ave. (Tacoma) • Bus capital improvements in East Pierce County **Early Deliverables to improve system access:** • Parking on SR 522 in Kenmore, Forest Park, and Bothell • I-405: Parking at Kingsgate and new transit center in South Renton with parking • Parking for North and South Sounder • Passenger amenities, including pedestrian and bicycle improvements	2019-2024

SOUNDTRANSIT
RIDE THE WAVE

DRAFT ST3 System Plan: Light Rail

Projects	Draft Schedule
Redmond Technology Center to Downtown LRT	2028
Kent/Des Moines to Federal Way LRT	2028
Federal Way to Tacoma Dome LRT	2033
West Seattle to Downtown Seattle LRT	2033
Lynnwood to 128th St. SW (Mariner) LRT	2036
Infill Light Rail Station: Graham Street	2036
Infill Light Rail Station: Boeing Access Road.	2036
Ballard to Downtown Seattle LRT (with new downtown rail tunnel)	2038
Tacoma Link Extension to Tacoma Community College	2041
128th St. SW (Mariner) to Everett LRT via Southwest Everett Industrial Center and Evergreen Way	2041
Bellevue to Issaquah LRT	2041

SOUNDTRANSIT
RIDE THE WAVE

DRAFT ST3 System Plan: BRT and ST Express

Projects	Draft Schedule
ST Express: • Approximately 600K annual hours to continue providing interim express bus service in future HCT corridors	On-going
I-405 BRT: Lynnwood to Burien	2024
SR 522 & 145th St. BRT: • UW Bothell to 145th Light Rail Station • Includes service from Woodinville	2024

SOUNDTRANSIT
RIDE THE WAVE

DRAFT ST3 System Plan : Sounder

Projects	Draft Schedule
Lakewood to DuPont Sounder	2036
South Sounder Capital Improvements Program: • Program to fund capital items as such as track improvements, platform extensions, and access projects to meet growing demand	2024-2036

SOUNDTRANSIT
RIDE THE WAVE

DRAFT ST3 System Plan : Environmental and Future Investment Studies

Studies
HCT Environmental Study: Bothell to Bellevue via Kirkland
HCT Study: Northern Lake Washington
HCT Study: Light Rail extending from West Seattle to Burien, and connecting to Light Rail Spine
HCT Study: Connections from Everett to North Everett
HCT Study: Commuter Rail to Orting

Draft ST3 System Plan: Policies and Programs

TOD

- Project allowances for TOD Planning and due diligence
- Regional Equitable TOD Fund: $20 Million
- TOD Program: $20 Million
  - Supports analysis in anticipation of sale, lease, or transfer of surplus property

Integration

- Projects for transit partners included (ex. Pacific Ave.)
- Project allowances for funding bus/rail transfer facilities
- Coordination with transit partners in development of concurrent long-range planning

Access

- System access program: $100 million
- Innovation and Research program: $75 million
- Project allowances: Non-motorized access
- Parking

Operation and maintenance facilities:

- 2 additional LRT facilities
- 1 additional bus facility

Future Investments

- ST4 Planning
- HCT Studies

Project Updates (Since 12/04/15)

Scope Refinements

- Early deliverables
- Lynnwood to Everett LRT: Stations and parking
- Ballard to Downtown Seattle: Stations and profile
- Tacoma Link: Vehicle fleet and right-of-way
- Rail on Eastside: Stations and profile
- I-405 BRT
  - Combination of elements
  - South Renton Transit Center
- South Lake Union Station (SR 99/Harrison St. Vicinity):
  - Off-street bus facilities removed
- Bus Capital Enhancements for Pacific Ave.:
  - Scaled funding
- South Sounder Capital Improvements Program
- HCT studies
- Adjustments to the regional program funds

Completed Risk Assessment

- Reviewed all major projects

Completed Cost Validation:

- Adjusted costs for Ballard to Downtown Seattle & West Seattle to Downtown Seattle

Ridership updates

- Updating tolling assumptions: ERP and PSRC
- Latest population and employment forecasts from PSRC (Land Use Vision)

ST3 PUBLIC INVOLVEMENT TO DATE

Fall 2013
LRP public scoping

11,200+ surveys
5,000 comments
260 meeting attendees

Summer 2014
LRP Draft EIS

12,100+ surveys
770 comments
200 meeting attendees

Summer 2015
Draft Priority Project List

24,000+ surveys
1,025 comments
600 meeting attendees

Spring 2016
Draft ST3 System Plan

Draft ST3 System Plan: Public Involvement

- Public Comment Period:
  - March 29- April 29
- Online: www.soundtransit3.org;
  - March 29
  - Updated project information
  - Online survey
- Public meetings

Draft ST3 Financial Plan

- Revenue
  - 0.5% new sales tax
  - 0.8% MVET
  - $0.25 Property Tax
  - Remaining available Sound Move and ST2 taxes
  - Federal funds
  - Fares
  - Bonding
- Expenditures
  - Capital Costs
  - Operations and Maintenance
  - Other: debt service, reserves
- Draft ST3 Plan affordable within existing financial policies
  - Exceeds board minimum of 1.5x net coverage
  - Exceeds 2.0x gross coverage
  - Fully funded reserves
  - Adequately funds capital replacement/state of good repair
  - Subarea Equity

Funding Levels

ST3 Investment Levels

Dollars In Billions, YOE	15 Year Plan	25 Year Draft ST3 Plan
Sales Tax	9	17
MVET	4	7
Property Tax	2	3
Total Taxes*	15	27
Other Revenue	11	23
Total Est. Sources of Funds	26	50

*Based on current forecast for ST3 taxes: 0.5% Sales &Use Tax, 0.8% MVEt and $0.25 PropertyTax.
Figures will be updated throughout the ST3 planning process.

At full tax authority $200 per adult annually, $17 per month

Next Steps

- **April:**
  - Public outreach
  - Expert Review Panel
  - Board Committee meetings:
    - Discuss elements of Draft ST3 System Plan
- **May-June**
  - Public outreach results
  - Expert Review Panel
  - Sustainability assessment
  - Refinements to Draft ST3 System Plan
    - Financial plan, risk assessment
    - Projects, scopes, and phasing

Next Steps

June:

- Board allocation of costs of regional assets and services
- Board review of final draft financial and system plan
- Potential Board adoption of ST3 System Plan

SOUND TRANSIT 3

SOUNDTRANSIT

ST3 FUNDING BACKGROUND

Overview

The Draft Sound Transit 3 package that Chair Constantine is proposing would be funded through new regional taxes that the Washington State Legislature and Governor authorized Sound Transit to propose to regional voters. The new funding sources for ST3 include increased sales, car tab and property taxes. Other funding will come from federal grants, bonds, existing taxes, fares and other sources.

Approximately 80 percent of the $50.1 billion, 25-year package would fund capital investments across the region, while 13 percent would fund operating and maintaining the expanded system and 7 percent would primarily fund paying off bonds.

Proposed funding

Dollars In Billions YOE	2017 - 2041
Sales Tax	16.8
MVET	6.9
Property Tax	3.9
Total Taxes	**27.6**
Other Sources*	22.5
Total Est. Sources of Funds**	**50.1**

* Grants, bonds, fares, existing taxes & misc. revenue.
** Figures assume full use of legislatively authorized funding authority and are based on current forecasts. Figures will be updated through the process of developing the final ST3 plan.

Questions and Answers

Q: Last year I heard a potential ST3 cost figure of $15 billion. How can the region consider a ballot measure larger than that?
A: People frequently talked about "$15 billion" during the 2015 legislative session since this is the amount of new revenue the tax authority the region was granted could generate within the first 15 years. However, a 15-year package was an arbitrary assumption, and the Sound Transit Board has responded to overwhelming need and strong public support for broader mass transit investments by proposing a 25-year plan. Another significant factor is that other funding sources in addition to new taxes will fund ST3, including bonds, federal grants, existing taxes, fares and other sources.

Q: What's the additional ST3 tax burden that could be seen by the average resident?
A: Under collection of the full authorized revenues the estimated cost to a typical adult living in the Sound Transit District would be approximately $200 more annually, or about $17 more per month. For a typical household, the annual amount is $390, or $33 per month. The 25-year period for delivering investments increases the amount of revenues collected over time but not the annual or monthly per-person costs.

Q: What equity provisions are part of the ST3 funding structure?
A: The Sound Transit 3 Draft Plan will continue the agency's subarea equity framework. Under that framework, the revenues raised in each of the five geographic subareas focus on projects

and services deemed by the Board to represent that area's highest priorities and an equitable regional allocation of costs and benefits. By June 2016 the Sound Transit Board will publish a financial plan that documents allocation of system plan costs and key financial assumptions.

Q: What are the proposed new tax sources?
A: With existing regional taxes committed to completing and operating regional transit projects that voters approved in 1996 and 2008, the majority of ST3 tax revenues would come from new taxes:

- **Sales tax** of 0.5 percent ($.50 on a $100 purchase) in addition to the 0.9 percent currently collected.
- **Motor vehicle excise tax (MVET)** of 0.8 percent of vehicle value ($80 annually on a $10,000 vehicle) in addition to the 0.3 percent MVET Sound Transit is collecting through 2028.
- **Property tax** of 25 cents for each $1,000 of assessed valuation ($75 annually for a $300,000 house). A property tax was identified as a new way to establish a more progressive revenue source for regional transit investments that reduces reliance on the sales tax.

Q: What other sources would fund ST3?
A: In addition to new revenues, the other primary funding sources supporting ST3 would include:

- **Federal funds:** Initial ST3 planning estimates currently assume various federal sources including competitive grants that would fund about 11 percent of capital investments.
- **Bonds:** Similar to financing for the majority of infrastructure around the country, Sound Transit would sell bonds, generating funds to complete projects much sooner. Bonding will cover between 20 percent and 50 percent of the plan's investments. This roughly 1-to-2 ratio compares to buying a house with at least a 50 percent down payment and funding the rest through borrowing.
- **Existing taxes:** Current voter-approved taxes are allocated to completing current projects over in the coming years, paying off bonds and operating the current and expanded system. As projects are completed revenue from existing sales and MVET taxes will become available for future voter-approved expansions.
- **Fares:** Funds raised from pass and ticket sales will cover up to an estimated 40 percent of light rail operations costs and 20 percent of bus operations costs.

Q: How long would the taxes extend?
A: As with virtually all major infrastructure projects, construction would be paid for in part using long-term bonds issued over the course of the project delivery period. Approximately 25 or 35 years after completion of the package, the retirement of those bonds would enable the agency to begin scaling back tax collections to the level needed to support ongoing operations and maintenance of the expanded system.

SOUND TRANSIT 3

SOUNDTRANSIT

ST3 DRAFT PLAN PROJECT PHASING

Projects	Scheduled Completion
Current/Funded Projects	
University Link Extension	2016
Angle Lake Link Extension	2016
Northgate Link Extension	2021
East Link Extension	2023
Lynnwood Link Extension	2023
LRT extension to Kent/Des Moines	2023
Tacoma Link Extension ** Partnership project to be baselined in Q2 2017*	2022*
ST3 Draft Plan: Early ST3 Deliverables	
Early Deliverables to improve bus speed and reliability: • Bus on Shoulder Opportunities: I-5, I-405, SR 518, SR 167 • Capital improvements for RapidRide C and D Routes • Bus capital Improvements for Pacific Ave. (Tacoma) • Bus capital improvements in East Pierce County Early Deliverables to improve system access: • Parking on SR 522 in Kenmore, Forest Park, and Bothell • I-405: Parking at Kingsgate and new transit center in South Renton with parking • Parking for North and South Sounder • Passenger amenities, including pedestrian and bicycle improvements	2019-2024
ST3 Draft Plan: ST Express	
Approximately 600K annual ST Express hours to continue providing interim express bus service in future HCT corridors	Ongoing
ST3 Draft Plan: Bus Rapid Transit	
I-405 BRT: Lynnwood to Burien	2024
SR 522 & 145th St. BRT: UW Bothell to 145th Light Rail Station Includes service from Woodinville	2024
ST3 Draft Plan: Link Light Rail	
Redmond Technology Center to Downtown LRT	2028
Kent/Des Moines to Federal Way LRT	2028
Federal Way to Tacoma Dome LRT	2033
West Seattle to Downtown Seattle LRT	2033
Lynnwood to 128th St. SW (Mariner) LRT	2036
Infill Light Rail Station: Graham Street	2036
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ST3 Draft Plan: Sounder Commuter Rail	
Lakewood to DuPont Sounder	2036
South Sounder Capital Improvements Program: Program to fund capital items as such as track improvements, platform extensions, and access projects to meet growing demand	2024-2036

ST3 Draft Plan: Environmental/Future Investment Studies
High-Capacity Transit Environmental Study: Bothell to Bellevue via Kirkland
High-Capacity Transit Study: Northern Lake Washington
High-Capacity Transit Study: Light Rail extending from West Seattle to Burien, and connecting to Light Rail Spine
High-Capacity Transit Study: Connections from Everett to North Everett
High-Capacity Transit Study: Commuter Rail to Orting

SOUND TRANSIT 3

SOUNDTRANSIT

ST3 COST ESTIMATES

DECEMBER 2015

How does Sound Transit develop cost estimates?
To develop Sound Transit 3 cost estimates, Sound Transit drew on its proven experience planning and building major capital projects. ST3 cost estimates were developed with the methods that have kept the Sound Transit 2 measure on track. They include ample contingency and reserve funds that take into account the very early stage of design they are based on. The cost estimates will be independently reviewed by an Expert Review Panel appointed by the state of Washington.

What is Sound Transit's cost estimating track record from its last ballot measure?
Sound Transit is approximately halfway through the 15-year period of delivering the major light rail expansions that regional voters approved in 2008 as part of Sound Transit 2. The below chart shows the cost estimates for the major light rail extensions that were included. It demonstrates that the 2008 estimates, which relied on approaches now being used for ST3, are proving to have been prudent and effective.

Project	Current project phase, $ year of comparison *	Current estimate	ST2 high-range estimate from 2008, including contingency and reserve	Current estimate % of ST2 estimate
South 200th Link light rail	In construction, 2011$	$343,770,000	$367,450,000	94%
Northgate Link light rail extension	In construction, 2012$	$1,601,214,040	$1,620,290,000	99%
East Link light rail	In construction, 2014$	$ 3,079,087,698	$3,185,348,000	97%
Lynnwood Link light rail	Final design, 2014$	$1,453,980,000	$1,614,198,000	90%
Link O&M Maintenance Satellite Facility	Final design, 2015$	$381,130,000	$298,615,000	128%
Tacoma Link	Final design, 2015$	$153,170,000	$188,300,000	81%
Link to Kent/Des Moines	Preliminary engineering, 2014$	$485,960,000	$474,331,000	102%
* For comparative purposes costs are presented in the listed constant dollar year				**Average: 97%**

Representative alignments: the basis for cost estimates
Developing the base cost estimate for each project involves studying a representative alignment. The term "representative" refers to the fact that a final alignment cannot be selected until after the major environmental studies and public involvement that follow voter approval. The representative alignment allows cost estimates to be developed using initial assumptions for the project's route, length, mix of at-grade, elevated and/or underground profiles. Other representative assumptions include the types of investments to enable passengers to access the project, such as facilities for parking, bus-rail transfers, bicycling and walking. Sound Transit breaks down the project into different elements and applies estimates

of unit costs for each of its many components. These costs are estimated in today's dollars and become part of a spreadsheet for calculating the project's base cost. It is important to note that these estimates need to be inflated to year of expenditure (YOE) dollars once the period in which a project will be delivered is known. In 15 years a project will cost around 60 percent more than today with compounded inflation.

Evaluating risks

Planners work to identify all major foreseeable risks to a project that could increase its costs. These uncertainties range from soil conditions and structural challenges to legal, property acquisition and permitting risks. Sound Transit uses risk assessments to support and inform contingency levels for its capital projects. Agency procedures stipulate that cost estimates including contingencies be established or baselined at 80% confidence level or higher, meaning there is an 80% probability that the project will be completed at or lower than the estimated cost.

Building in appropriate contingencies

Contingencies are budget allowances to address uncertainty and risk associated with the delivery of a given scope of work such as unexpected conditions (e.g., ground conditions) and market fluctuation (e.g., unusual material price escalation). It provides the mechanism to manage the variance between estimates and actual project costs. Successful planning depends on including a level of contingency funding that is appropriate for the conceptual and representative nature of project designs, and for a project's identified risk, providing confidence and credibility in the cost estimate. Four different types of contingency are used, consistent with best practices identified by the Federal Transit Administration (FTA), Association for the Advancement of Cost Engineering International (AACEI) and American Society of Professional Estimators (ASPE).

1. **Design allowance:** Construction cost estimates consist of a "base cost estimate" and a corresponding "design allowance." The sum of the base cost estimate and the design allowance represent an estimate of the expected contract award amount. The design allowance addresses uncertainty regarding the final configuration of construction scope elements. It accounts for the fact that defining and quantifying a project's scope is an incremental process that grows greater in certainty as projects move toward completed designs and construction. Therefore, design allowance is reduced in parallel with the advancement of scope definition and design. It moves from around 30% in the early stages to zero by the time the project is put out to bid.

2. **Allocated contingency:** An allocated contingency addresses risks and unknowns that could come up during the execution of the project. In the earliest stages of project development, the allocated contingency is 10% to 20%, depending on the project's complexity and risks. In most cases, allocated contingency for ST3 candidate projects will be 15%. By the time a voter-approved project goes out to bid, depending on the project/contract delivery method, the allocated contingency may be reduced to as low as 8%.

3. **Unallocated contingency:** Cost estimates also include unallocated contingency (UAC) that is available to address cost risks and uncertainties that could come into play at different phases of the project. During the initial stage of project development, unallocated contingencies are typically set between 10% and 15%. The candidate project summaries have established the amount at 10%. By the time a project goes to bid it may be dropped to as low as 5% depending on the level of risk.

4. **Project reserve:** The project reserve is used to address general project-wide cost risks and uncertainties. Assignment and allocation of project reserve requires approval by two-thirds majority of the Sound Transit Board. Project reserves for ST3 projects have been set at 7%.

SOUND TRANSIT 3

PROJECT DELIVERY

DECEMBER 2015

Why does it take so long to build a light rail system?

It's a reasonable question to ask as our roads fill up with cars, and reliable commute times climb.

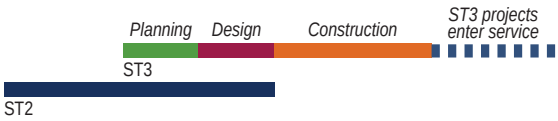
Transit can dramatically expand our region's transportation capacity, yet these major infrastructure investments take years to deliver.

Fortunately, since the original light rail segment from Sea-Tac Airport to downtown Seattle opened in 2009, Sound Transit has been making steady progress to extend light rail service north, south and east. Sound Transit 3 would continue that progress, possibly completing the long-envisioned regional light rail "spine" all the way from Everett to Tacoma and to downtown Redmond, as well as reaching other urban centers.

Sound Transit 3 would make it possible to plan and design new transit expansions at the same time currently funded projects are under construction, speeding up delivery of new transit service.

Some candidate projects, such as extending light rail to downtown Redmond and to Federal Way, have already started or completed the environmental review process. This could allow these projects to be shovel ready by the time current expansion projects are completed.

A. Start planning for ST3 as ST2 projects wrap up

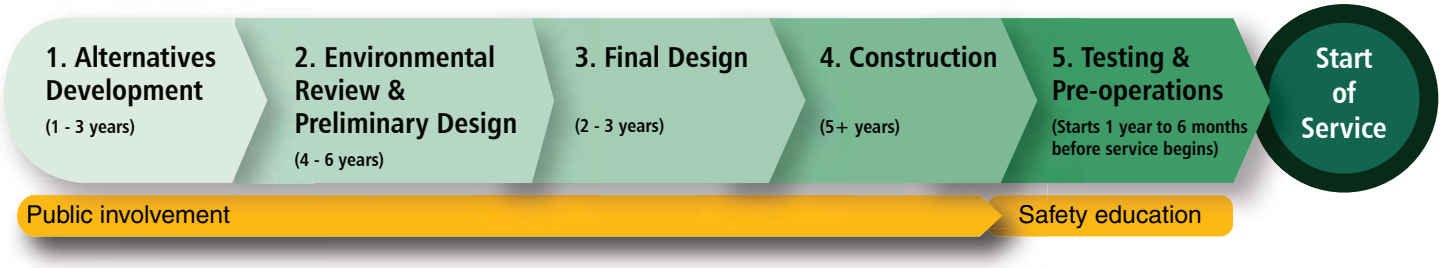


B. Wait until all ST2 projects are complete before starting planning for ST3

Once a project is approved by voters, how long will it take to build?

Building a new light rail network within a highly developed area, especially one with steep hills and multiple bodies of water, is a complex planning, engineering and construction task.

Below is a graphic to help explain the steps required to bring a project from idea to service.



1. Alternatives development: 1-3 years

During this phase alternatives are identified, evaluated and narrowed. Routes and technologies, such as bus, elevated rail, subway, etc., are evaluated. Community members, stakeholders, elected officials and the public provide comments on the alternatives. Any concerns advanced by the local jurisdictions who must ultimately issue permits for the project can require investing additional time to explore options. The Sound Transit Board typically identifies the alternative(s) to be studied during the next phase.

2. Environmental review and preliminary design: 4-6 years

For large projects with potentially significant impacts, an Environmental Impact Statement (EIS) must be prepared under state and federal laws. This process gets underway with field work that may include observing and counting traffic, studying natural resources and land use and monitoring noise. A Draft EIS is published followed by a public comment period. Based on the draft, the Board typically identifies a preferred alternative that is studied along with further analysis of other alternatives. This work as well as responses to public comments on the Draft EIS are the basis for publishing a Final EIS. Staff works to complete preliminary design (defined as completing the design to the 30 percent level), and the Sound Transit Board selects the project that will eventually be built. For federalized projects requiring an EIS, the lead federal agency issues an environmental decision document, called a Record of Decision (ROD).

3. Final design: 2-3 years

In this phase, architects and engineers define what the stations will look like as well as the technical specifications for the stations and tracks. Field work includes testing soil conditions and ground water levels, surveying, and locating utilities. Projects are typically broken into design milestones: 30 percent, 60 percent and 90 percent. At each milestone, the agency asks for public input on the station design. The agency acquires property and easements and works to secure permits, including land use approvals, noise variances, storm water discharge and other required permits. Large projects are divided into several smaller contracts to encourage competition.

4. Construction: 5+ years

Sound Transit and its contractors balance the need to complete the project on time and on budget while minimizing construction impacts to the community. Large projects are technically challenging with numerous regulatory and other constraints. Construction time varies widely from project to project. Schedule impacts include external factors such as regulatory constraints, labor disputes, material shortages, unforeseen site conditions and weather. Especially complex or challenging projects, such as tunneling, can take seven years or more.

5. Testing & pre-operations: Starts a year to six months before service begins

From the time construction wraps-up (and sometimes even before) to when service begins, work is underway to make sure that the project is ready to operate safely. This testing phase includes a safety certification process. Passengers can't begin riding until the service is certified. Activities include simulations that assure that communications, safety and emergency and other systems are running and working together. Crews work to check signals, crossing gates and other critical equipment. Trains begin running without passengers to help pedestrians, bicyclists and drivers in the vicinity learn how to travel safely with trains.

Will Sound Transit construct projects faster if conditions allow?

Yes. Sound Transit manages projects to complete them ahead of schedule. Adopted timelines and budgets include allowances for external factors, but if these don't materialize, Sound Transit will open new service as soon as work is completed. The University Link project is an example of one that will open ahead of schedule and under budget.

SOUND TRANSIT 3

PROJECT TIMELINE FAQs

APRIL 2016

Sound Transit is currently focusing on opportunities to improve on the draft plan by speeding up project timelines where feasible. If jurisdictions and other partners come together to work closely with Sound Transit we can deliver projects quicker.

The ST3 Draft Plan delivers a constant succession of major projects across 25 years. The timelines in the plan reflect Sound Transit's real-world experience that planning and building major takes 12-17 years, and longer for more complex underground work. A factor influencing the timeline of some projects is the fact a 25-year package is necessary for the affordability of all the projects, with some projects coming toward the end.

Why do light rail projects take so long to build?
Sound Transit has heard loud and clear strong interest from around the region for shortening project timelines where feasible, and is exploring options for schedule savings. Major infrastructure projects require significant time to plan, design and build. Variables can include lengthy environmental review and coordination with local jurisdictions. The Puget Sound region's high level of existing development and its challenging geography and geology further adds to project complexity and timelines.

Due to these factors, planning and building major light rail projects typically takes 12-17 years, and longer for projects that are particularly complex due to design, construction and permitting challenges, such as the extensive underground construction through downtown Seattle for extending light rail to Ballard.

How can Sound Transit potentially speed up projects?
There is very strong potential for close collaboration with local jurisdictions to streamline the planning, permitting and approval timeline for projects. Early and ongoing community engagement prevents time delays later in the schedule. Sound Transit is exploring potential time savings of combining multiple environmental studies together rather than doing that work sequentially, as well as expediting procurement processes to facilitate earlier start times.

Given that cash flow constraints can limit the speed of project delivery, Sound Transit will research other financing tools and funding partnerships that might be available to the agency, including work with local and state governments as well as with the private sector. Work to speed up projects and save money will continue throughout every phase of project delivery. The project dates in the final measure should be considered targets that Sound Transit will constantly work to beat.

Finally, Sound Transit will pursue alternative delivery mechanisms, such as Public-Private Partnership and Design Build to determine what impact these might have on the construction timelines.

Why does it take 22 years to get to Ballard?
Sound Transit recognizes the strong interest in reaching Ballard sooner and is exploring options for trimming the timeline. Schedule assumptions are based on the fact the project is by far the largest and most complex in the plan. It includes 3.5 miles of tunnel through the Downtown Seattle, the West Coast's most densely developed area north of San Francisco.

There are six subway stations. Four are assumed to use cut-and-cover construction techniques to excavate station areas approximately 560 feet long, each almost long enough to lay the Space Needle on its side. Two subway stations will require sophisticated underground mining techniques because they are too deep to excavate from the top down. There is also a crossing of the ship canal required to reach Ballard.

These factors have shaped the currently assumed 22 years of planning, engineering and construction time to reach Ballard. While the construction timeframe is less subject to acceleration, Sound Transit will put particular focus on working with the City of Seattle to identify options for speeding up the environmental review, planning and permitting. However, in addition to the technical requirements, Sound Transit would also have to resolve cash flow limitations.

How does cash flow affect project timelines?
Delivery of the ST3 Draft Package spans a 25-year period in order for all of the projects to be affordable. Dollars are generated over the course of the program rather than available all at the outset. Cash flows during the 25 year period and constraints on issuing debt contribute to the longer timelines for some projects.

Sound Transit will look for opportunities to increase and move up available funding where possible. The agency has benefitted from financial partnerships with the federal government. Lynnwood Link, for example, is on track to earn a $1.2 billion grant from the Federal Transit Administration. One constraint is that to obtain similar funding for ST3 projects, timelines will be influenced by the need to conform to the federal granting process.

Why does it take 25 years to deliver the light rail segment to downtown Everett?
The draft plan's timeline for extending light rail from Mariner Station to Everett is delayed until the end of ST3 because of the cost associated with diverting the line from I-5 to serve the Southwest Everett Industrial and Manufacturing Center, or Paine Field. A route along I-5 with a bus rapid transit loop serving Paine Field could be completed within 15 years.

How can downtown Redmond and Federal Way be completed more quickly than the others?
Sound Transit already has a federal record of decision on the route to Redmond and is currently working to obtain one for the preferred alternative alignment that has been identified for Federal Way. That work enables these projects to be completed by 2028.

What can be done to increase regional mobility before light rail projects are completed?
The ST3 Draft Plan recognizes that travelers in our region face increasing challenges daily, and mobility improvements need to be made right away. The plan includes an Early Deliverables Program that focuses on establishing relief in key corridors while longer-term projects are planned and constructed. The program includes but is not limited to bus rapid transit (BRT) on I-405 and SR-522) as well as capital investments on Metro's RapidRide C and D lines to bring earlier improvements to Ballard and West Seattle.

ST3 Candidate Projects: Common Project Elements

Overview

A number of elements are common to many ST3 Candidate Projects. Below are descriptions of the representative nature of projects; funding allowances for STart, Sustainability, System Access, TOD Planning; System Integration including funding allowances for Bus/Rail facilities; a summary of elements that are generally not included in projects; and ST3 Candidate Projects that will be developed as the system planning process continues.

Representative Projects

Sound Transit has developed a conceptual scope of work for this candidate project for the purpose of generating a representative range of costs, both capital and operating; and benefits, including ridership forecasts, TOD potential, multi-modal access and others. This information is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements (e.g., alignment, profile, number of stations, station locations, and number of parking stalls) will be determined after completion of system planning, project level environmental review, and preliminary engineering during which additional opportunities for public participation will be provided. Therefore, this scope definition should not be construed as a commitment that all representative features will be included in the final developed project.

STart: 1 Percent for Art per Sound Transit Policy

The Sound Transit Board policy related to public art (R2010-21) sets aside a portion of ST2 project construction costs to art (1 percent of project capital construction costs, excluding tunneling costs). The cost estimates included in the project detail summaries assume a continuation of this policy for ST3. STart works with local communities, design professionals and transit partners to select artists and artworks appropriate for each project.

Sustainability, System Access, TOD Planning

The 2014 update to Sound Transit's Long-Range Plan stated that "Project cost estimates developed during system planning should include funding for access, TOD planning, and sustainability-related elements." Consistent with Sound Transit's Long-Range Plan and other agency policies and guidelines, the cost estimates for most projects (e.g., those that include high capacity transit stations) include cost allowances for the application of such policies and guidelines as described below.

- *Sustainability:* The baseline cost estimates include the sustainable design and infrastructure features that are currently required as part of the agency's design criteria. Additionally, the estimates include green building and infrastructure certification standards (examples include Sustainable Site Initiative, LEED, ENVISION, etc.), alternative energy generation as appropriate, advanced low impact development techniques, the use of green materials, and sustainable construction approaches. The estimates also allow for innovative features and approaches that reach beyond current requirements, but that are consistent with industry best practices. Therefore the cost estimates adequately ensure that ST3 incorporates appropriate sustainable design and infrastructure approaches in order to meet agency sustainability goals and evolving national standards over a long-term program. The sustainability allowance is applied to at-grade and aerial rail guideways and stations.

- *System Access:* Project cost estimates include funding to provide access to stations for pedestrians, bicyclists, connecting transit, and private vehicles in accordance with the System Access Policy (Resolution No. R2013-03). Augmenting past practices, cost estimates for ST3 candidate projects that include HCT stations include an "Access Allowance" for additional pedestrian and bicycle access investments outside the footprint of the station with the potential to increase ridership. During future project implementation, costs for permit requirements identified by third parties that are not normal and customary would be subtracted from this allowance. The table below presents the access allowances for facilities such as sidewalks and bicycle

lanes based on the character of representative station areas and the need to remove impediments to access. The total cost, including contingencies and professional services that are not included below, can be found within the lowermost cost table in project detail sheets.

TYPE	NON-MOTORIZED ACCESS ALLOWANCE		
	Light Rail	Freeway Bus Rapid Transit	Arterial Bus Rapid Transit
Urban Station	$2,000,000*	$200,000	$100,000
Urban/CBD Station	$2,500,000	$250,000	$125,000
Suburban Station	$4,000,000	$400,000	$200,000
Major Bicycle Intercept	+ $500,000	+ $50,000	+ $50,000
Intermodal Transit Center	+ $500,000	+ $50,000	+ $50,000

* $500,000 applied to Tacoma Link stations

- *TOD Planning and Due Diligence:* For projects where there is potential TOD, the project includes cost and budget elements to support Transit-Oriented Development (TOD) during early project development, in accordance with Sound Transit TOD Policy (Resolution No. R2012-14). As appropriate, applicable activities necessary to render a parcel available for development in the real estate marketplace include, but are not limited to:
    - Early planning (e.g., during development of a project level EIS; in support of the ST Board's identification of a preferred alternative, including the preferred alignment and station locations)
    - Community and Agency station-area TOD planning
    - Station-area and corridor market studies
    - Pre-development activities to support potential Agency TOD to bring surplus properties to the market
    - Determination of the suitability of ST-owned parcels for housing
    - Evaluation of suitability and feasibility of Agency TOD sites for affordable housing as a component of a mixed-use TOD project program or consisting entirely of subsidized housing; and
    - Analysis for the potential of TOD in the surplus air rights of ST properties

  In addition, funding to support TOD during later stages of project development (exclusive of TOD construction) are included in the systemwide TOD program fund, ST3 candidate project number R-07.

System Integration

Sound Transit is actively collaborating with transit partners to develop plans that use the agencies' collective resources efficiently and effectively to operate an integrated system across all modes in order to provide reliable connections for our customers. As the list of ST3 Candidate Projects is reviewed, more specificity will be available during the development of the Draft System Plan regarding the bus network that could support the rail system and connect the region. This includes development of project R-01, Sound Transit Express Bus Service and service provided in coordination with Sound Transit's transit partners.

- *Bus/Rail Integration:* While in still an early stage of system planning, many project cost estimates include an allowance for bus/rail integration that could provide for improved, off-street bus facilities at key station areas. These representative locations are identified within the project detail sheets. Ongoing integration with our transit partners and local jurisdictions will help refine these locations and costs as the Sound Transit Board assembles a Draft ST3 System Plan.

ST3 Candidate Projects: Common Project Elements

Excluded Project Elements

Unless specifically identified within a specific project's detailed information, these types of facilities have not been included within the representative project scopes and cost estimates of the ST3 Candidate Projects:

- Parking
- Utility undergrounding
- Modifications to the local street network
- Non-structural architectural and aesthetic elements in excess of the ST art program
- Replacement of displaced on-street parking
- Public restrooms
- Demolition of closed bus zones and other costs of stop consolidation
- New traffic signal(s) or modifications
- With the exception of improvements that could be funded through the non-motorized access or bus/rail integration allowances, project scopes do not include: street, sidewalk, grade-separated pedestrian crossings, and utility upgrades or betterments that are not directly needed to support LRT facilities and operations (in accordance with the Sound Transit Scope Control Policy)

ST3 Candidate Projects Not Included in December 4, 2015 Information

Detailed candidate project information is not currently being provided for some ST3 Candidate Projects.

The Candidate Projects below will be summarized as part of the ST3 financial plan. These projects will encompass items needed across all projects in the ST3 System Plan. Therefore, these will be included in the Draft and Final ST3 System Plans:

- R-02: Vehicle Purchases
- R-03: Maintenance and Storage Facilities
- R-04: System Repair and Enhancement
- R-08: Agency Administration, Insurance, and Reserves

Other Candidate Projects have been included or referenced within other ST3 Candidate Projects, or the project definition will be determined based on which ST3 Candidate Projects are selected to advance:

- C-01h:Ballard Bridge Replacement with Light Rail and bicycle/pedestrian improvements
- C-04: New Downtown Seattle Light Rail Tunnel Connection
- C-05: Downtown Seattle Light Rail Surface Connection—At-Grade
- C-06: Downtown Seattle Transit Tunnel existing station passenger capacity improvements

(/survey)

TAKE THE SURVEY

WHAT ARE CANDIDATE PRIORITY PROJECTS?

As part of the planning process to determine how and where our regional mass transit system should expand, Sound Transit identified a draft priority projects list shown on the map below. After incorporating public feedback, projects on the final list will be studied for possible inclusion in an ST3 ballot measure that could go to voters as early as November 2016. Starting in fall 2015, further analysis will help narrow the options that could be included in a ballot measure.

NORTH CORRIDOR

+ **N-01** Everett Station to North Everett LRT
+ **N-02** Lynnwood Transit Center to Everett Station
+ **N-03** Edmonds Permanent Station
+ **N-04** Infill Light Rail Station: 130th Street (Lynnwood Link)
+ **N-05** Infill Light Rail Station: 220th Street (Lynnwood Link)
+ **N-06** Mountlake Terrace Parking Garage
+ **N-07** New I-5 Crossing at 164th Street SW
+ **N-08** New I-5 Crossing at 128th Street SW
+ **N-09** 145th St & SR 522 Bus Rapid Transit
+ **N-10** BRT on SR 522 to the Vicinity of UW Bothell

CENTRAL CORRIDOR

+ **C-01a-d** Ballard to Downtown
+ **C-01e** Additional potential light rail station in the vicinity of SR 99 and Harrison Street
+ **C-01f** Additional potential light rail station in Interbay
+ **C-01g** Additional LRT extension and potential station to the Ballard High School/65th Street Vicinity
+ **C-01h** Ballard Bridge replacement with LRT and bicycle/pedestrian

improvements

+ **C-02** Ballard to University District LRT
+ **C-03** West Seattle to Downtown Seattle
+ **C-04** New Downtown Seattle Light Rail Tunnel Connection
+ **C-05** Downtown Seattle Light Rail Surface Connection - At-Grade
+ **C-06** Downtown Seattle Transit Tunnel Existing Station Passenger Capacity Improvements
+ **C-07** Transit Tunnel (International District to Northgate) improvements enabling increases in system frequency
+ **C-08** Infill Light Rail Station: Graham Street
+ **C-09** Infill Light Rail Station: Boeing Access Road
+ **C-10** Infill Sounder Station: Boeing Access Road
+ **C-11** Madison Street BRT
+ **C-12** Additional parking at Tukwila International Boulevard (TIB) Station
+ **C-13** West Seattle/Junction to Burien Transit Center LRT

SOUTH CORRIDOR

+ **S-01** Kent/Des Moines to Star Lake (272nd) (Federal Way Link)
+ **S-02** Star Lake (272nd) to Federal Way (Federal Way Link)
+ **S-03-04** Federal Way to Tacoma Dome Station
+ **S-05** Tacoma Dome Station to Tacoma Mall LRT
+ **S-06** Expand Sounder South Train Platforms to 8 cars
+ **S-07** Additional South Sounder Platform Extensions (beyond 8-car extension included in S-06)
+ **S-08** Additional Sounder Service
+ **S-09** Auburn Station Access Improvements
+ **S-10** Kent Station Access Improvements
+ **S-11** Tacoma Link Extension to Tacoma Community College
+ **S-12** Bus Capital Enhancements for Speed, Reliability and Convenience along Pacific Avenue (Tacoma)
+ **S-13** Bus Capital Enhancements for Speed, Reliability and Convenience along

Meridian Avenue/SR 161 (Puyallup)

+ **S-14** Capital Enhancements to Improve Bus Speed and Reliability between East Pierce County cities and Sumner Sounder Station

+ **S-15** South Sounder Access Program

+ **S-16** Sounder Rail Extension from Puyallup to Orting

+ **S-17** Sounder Expansion to DuPont

EAST CORRIDOR

+ **E-01** Redmond Technology Center Station to SE Redmond to Downtown Redmond (East Link)

+ **E-02** I-405 Bus Rapid Transit

+ **E-03** Kirkland/Totem Lake to Issaquah via Bellevue LRT

+ **E-05** North Sammamish Park-and-Ride

+ **E-06** BRT on Eastside Rail Corridor from Kirkland to Bellevue

REGIONWIDE/MULTI-CORRIDOR

+ **P-01** Future System Planning (ST4)

+ **P-02** HCT Study: Issaquah Highlands to Overlake via Sammamish, Redmond

+ **P-03** HCT Study: Access and Connection on NE 145th from State Route 522 to Link Light Rail

+ **P-04** HCT Study: Northern Lake Washington Crossing

+ **P-05** HCT Study: Light Rail Extending from West Seattle to Burien and SeaTac Airport Station

+ **P-06** HCT Study: Light Rail Directly Linking Burien to Tukwila and Renton

+ **P-07** HCT Study: Light Rail from Ballard to Crown Hill

+ **P-08** HCT Study: Light Rail on SR 522

+ **P-09** HCT Study: Light Rail from Ballard to Bothell via Greenwood, North Seattle, and Lake City

+ **R-01** ST Express Service

+ **R-02** Vehicle Purchases

+ **R-03** Maintenance and Storage Facilities

+ **R-04** System Repair and Enhancement

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+ **R-05** System Access Program (Pedestrian and bicycle access, bicycle parking, transit)
+ **R-06** Innovation and Technology Fund
+ **R-07** Transit-Oriented Development Program
+ **R-08** Agency administration, insurance and reserves

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Candidate Project Scope Comments from Jurisdictions, Agencies and Organizations

February 2016

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West Seattle Transportation Coalition

belltown
community council

January 21, 2016

Dear Sound Transit and Sound Transit Board Members,

The Belltown Community Council (BCC) provides a public forum for the members of the Belltown community to share ideas and work together on important issues that impact the Belltown neighborhood. In addition, we serve as the neighborhood liaison between the City of Seattle and other government entities. The BCC works to foster a sense of community within the Belltown neighborhood. The border of Belltown to the north is Denny, south to Stewart, east to 5th Ave and west to the Waterfront. As you can see Belltown encompasses a major part of our downtown.

On behalf of the Belltown Community Council and the 10,000 residents of Belltown. We are asking that Sound Transit strongly consider serving Belltown by including a Belltown rail stop(s) as part of the ST3 package that will be sent to the voters this fall.

Last September, Chris Rule from Sound Transit presented an update of the draft ST3 projects to our membership. Chris did a good job of explaining the public process leading to a ballot issue for funding in November 2016. Since that meeting, the BCC Transportation Committee has met several times to develop a formal position on ST3 as it relates to serving Belltown.

As we continued to discuss a formal position for BCC, it came to our attention that a hybrid option which includes a merged Westlake/Denny/Harrison/Uptown alignment was gaining momentum and favor. We were very dismayed that after months of deliberation this new plan did not serve Belltown, the densest part of Seattle whose current population includes 10,000 residents, 3,000 businesses as well as visitors from around the world.

We also know that Belltown is a very desirable place to live due to its world class restaurants, vibrant art scene, a walkable and central location, a diverse mix of residents, businesses and visitors, and a culture that is unique to Seattle. Current major employers include Cisco, Pop Cap, Zulily, Kiro, Komo, UWMC, Redfin, and the Port of Seattle. Belltown is also home to important public services such as the Seattle/King County Health Department, US Small Business Administration, and Antioch College. And, we are all aware that Amazon will have 3,000 new employees moving into their new 6th Avenue location in our community. This growth will only increase as companies continue to build and grow in the Belltown/downtown Seattle area.

Included in this packet is our proposal on how ST3 should serve Belltown as well as supporting documentation on why Belltown should be strongly considered as a premiere priority when planning for high capacity transportation solutions/investments.

We have developed two proposed options to provide high capacity rail service to Belltown.

Belltown Community Council ST3 Option 1, one page (attachment A) - This is a new route configuration which not only serves Belltown but includes a longer term solution to the State Route 99 corridor by providing a future connection through Fremont. We understand that this is not a current option being reviewed by Sound Transit. However, we feel this is a reasonable and viable alternative that merits due consideration. We also understand the work required to study a new option and upcoming deadlines, but we felt strongly enough that this option should be presented as this is a 20+ year plan.

Belltown Community Council ST3 Option 2, one page (attachment B) – Understanding the need to move people in an efficient way and ensuring that any transportation option be part of an overall transit solution, we are proposing that the current City Center Connector streetcar plan be extended through Belltown. Our proposal is to connect the Pike/Pine/Westlake stop(s) through to Lower Queen Anne/Uptown with several appropriately placed stops within Belltown. This option would provide residents, businesses, and visitors an efficient and linked connection to Belltown and the regional light rail network. This proposal would also continue to support the multi-agency transportation collaboration by working with SDOT and Sound Transit on providing a viable solution that shares costs as it would be an interconnected/interagency project. This project would be funded by ST3 and implemented by SDOT.

We have also included several supporting documents that support our proposals. These documents clearly demonstrate the density, diversity, and high capacity transit needs of Belltown. They include:

City of Seattle Center City Connector Transit Corridor Alignment Options, one page (attachment C) – This planning level work done by SDOT demonstrates the viability of our Belltown Community Council ST3 Option 2.

EPA/Census Bureau EJSCREEN ACS Summary Report, five pages (attachment D) – This census information describes Belltown. Of significant note are the 10,000 residents who call Belltown home and the 33% minority population which emphasizes the diversity of Belltown and the need to serve multiple populations. Please note that this data is as of 2012 and there has been significant growth in the last 4 years.

Downtown Seattle Association Belltown Neighborhood Profile and selected data, five pages (attachment E) – This documentation clearly shows the existing level of density in Belltown and the need for high capacity transit options.

City of Seattle AICP Community Planning Workshop selected data, five pages (attachment F) – This city survey and research also highlights the high level of growth and the opportunity for additional high density development in Belltown.

Downtown Seattle Association/Belltown United Survey, eight pages (attachment G) – This recent survey was done in cooperation with the Downtown Seattle Association. The purpose of the survey was to get feedback from the Belltown community on important issues which impact the livability of Belltown. As you can see, transportation is one of the top three issues which concern those who participated in this survey.

Belltown Design Guidelines, five pages (attachment H) – The Belltown Design Guidelines were adopted as part of the Comprehensive Plan process to guide development in Belltown. Transportation needs are highlighted and point to the importance of transportation in urban development while understanding the need to respect the unique culture and history of Belltown.

On behalf of the Belltown Community Council and the residents and businesses of Belltown, I want to thank you for time and consideration. If you have any questions please feel free to contact me.

Sincerely,

Dean McColgan
President
Belltown Community Council
206-713-2652
Dmccolgan1@msn.com

Belltown Community Council Option 1

Splits tunnel at Westlake Station – Belltown - Interbay - Ballard or SLU - Fremont.

Metric	Value compared to ST C-01b/c
Length	0.6 mi longer
Travel Time Ballard-Westlake	Same
Daily Ridership	Higher due to extra service area
Capital Cost	~$200m more

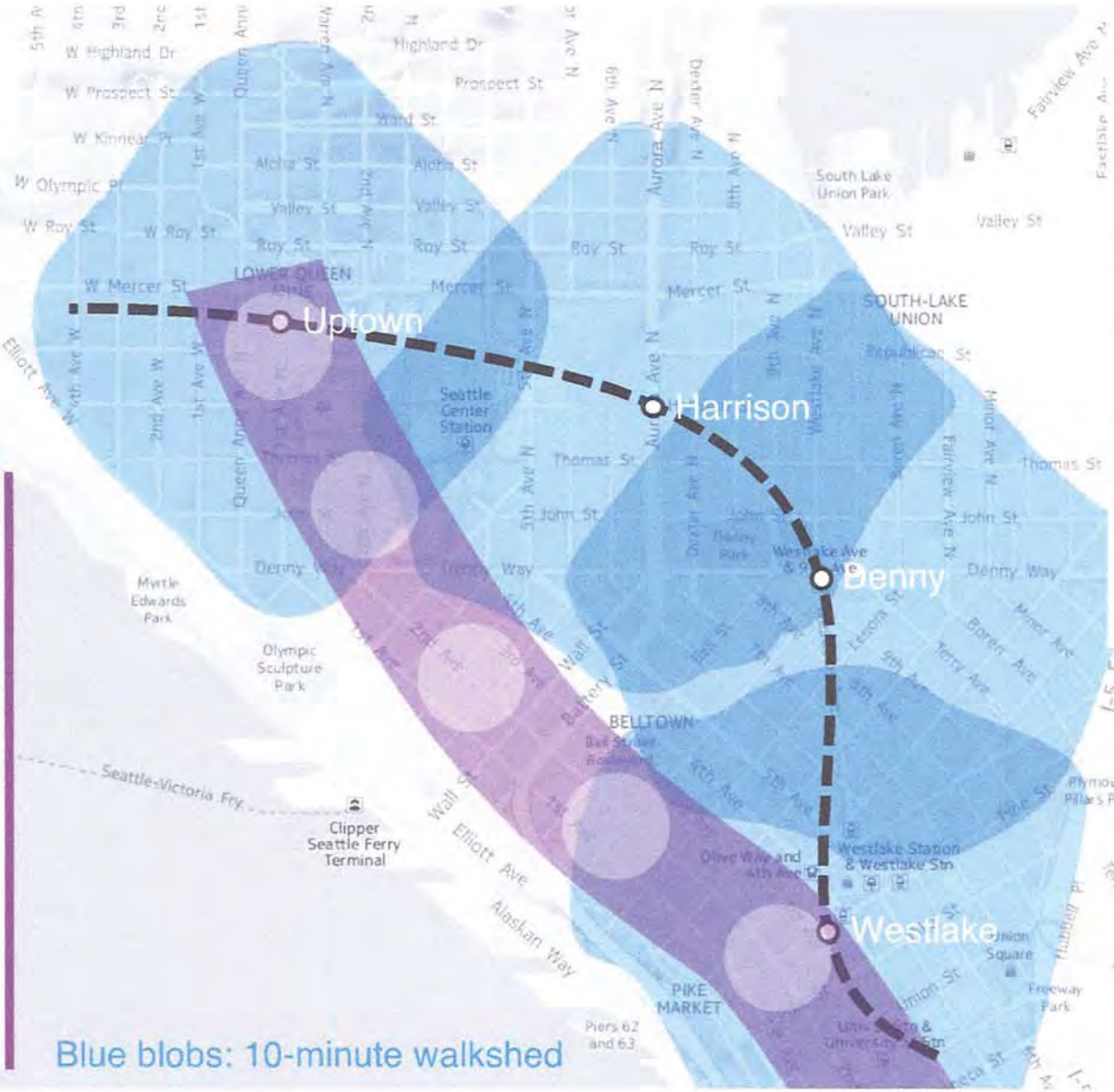
Why expand service to Belltown?

- High density residential area (6-26 floor buildings) with some office buildings (3-14 floors)
- First Avenue and Second Avenue Belltown retail/entertainment corridor
- Major employers: Cisco, Zulily, Kiro7, KPLU, KOMO, UWMC, Redfin, Port of Seattle HQ
- 50+ smaller office-based employers
- Small Business Administration regional office
- Tourist attractions: Olympic Sculpture Park, Clipper Ferry Terminal, Space Needle

A

Belltown Community Council Option 2

ST Option C-01c + rail connector.



Why expand service to Belltown?

- High density residential area (6-26 floor buildings) with some office buildings (3-14 floors)
- First Avenue and Second Avenue Belltown retail/entertainment corridor
- Major employers: Cisco, Zulily, Kiro7, KPLU, KOMO, UWMC, Redfin, Port of Seattle HQ
- 50+ smaller office-based employers
- Small Business Administration regional office
- Tourist attractions: Olympic Sculpture Park, Clipper Ferry Terminal, Space Needle

Expanded Rail Connector

Serves Uptown, Belltown, Downtown, Pioneer Square.

- Dedicated right of way
- Reliable and fast connection to regional rail and ferry services for residents, workers, visitors of Belltown
- Major connection between top tourist attractions: Space Needle, Pike Place, Pioneer Square
- Economic development and place-making opportunity tying into existing projects like Bell Street Park, Lake2Bay, Central Waterfront

3

Center City Connector Transit Corridor Alignment Options

EJSCREEN ACS Summary Report

Location: User-specified point center at 47.615513, -122.346038
Ring (buffer): 1500-foot radius
Description:

Summary of ACS Estimates	2008 - 2012
Population	8,351
Population Density (per sq. mile)	33,657
Minority Population	3,097
% Minority	37%
Households	6,090
Housing Units	7,136
Housing Units Built Before 1950	1,368
Per Capita Income	61,206
Land Area (sq. miles) (Source: SF1)	0.25
% Land Area	100%
Water Area (sq. miles) (Source: SF1)	0.00
% Water Area	0%

	2008 - 2012 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	8,351	100%	420
Population Reporting One Race	8,014	96%	1,181
White	5,513	66%	386
Black	698	8%	196
American Indian	147	2%	80
Asian	1,579	19%	421
Pacific Islander	0	0%	12
Some Other Race	79	1%	86
Population Reporting Two or More Races	337	4%	115
Total Hispanic Population	374	4%	138
Total Non-Hispanic Population	7,977		
White Alone	5,255	63%	387
Black Alone	670	8%	196
American Indian Alone	147	2%	80
Non-Hispanic Asian Alone	1,579	19%	421
Pacific Islander Alone	0	0%	12
Other Race Alone	6	0%	16
Two or More Races Alone	322	4%	115
Population by Sex			
Male	4,757	57%	455
Female	3,594	43%	260
Population by Age			
Age 0-4	71	1%	52
Age 0-17	126	2%	59
Age 18+	8,225	98%	410
Age 65+	650	8%	143

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race. N/A means not available.
Source: U.S. Census Bureau, American Community Survey (ACS) 2008 - 2012.

D

EJSCREEN ACS Summary Report

Location: User-specified point center at 47.615513, -122.346038
Ring (buffer): 1500-foot radius
Description:

	2008 - 2012 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	6,898	100%	324
Less than 9th Grade	152	2%	52
9th - 12th Grade, No Diploma	205	3%	82
High School Graduate	588	9%	153
Some College, No Degree	1,764	26%	196
Associate Degree	524	8%	140
Bachelor's Degree or more	4,190	61%	311
Population Age 5+ Years by Ability to Speak English			
Total	8,280	100%	420
Speak only English	6,667	81%	432
Non-English at Home[1+2+3+4]	1,613	19%	223
[1]Speak English "very well"	1,246	15%	205
[2]Speak English "well"	214	3%	133
[3]Speak English "not well"	126	2%	84
[4]Speak English "not at all"	26	0%	71
[3+4]Speak English "less than well"	153	2%	85
[2+3+4]Speak English "less than very well"	367	4%	133
Linguistically Isolated Households*			
Total	300	100%	133
Speak Spanish	24	8%	39
Speak Other Indo-European Languages	41	14%	37
Speak Asian-Pacific Island Languages	148	49%	87
Speak Other Languages	87	29%	132
Households by Household Income in 1999			
Household Income Base	6,090	100%	242
< $15,000	1,295	21%	175
$15,000 - $25,000	371	6%	102
$25,000 - $50,000	1,124	18%	167
$50,000 - $75,000	1,024	17%	148
$75,000 +	2,276	37%	229
Occupied Housing Units by Tenure			
Total	6,090	100%	242
Owner Occupied	1,042	17%	155
Renter Occupied	5,048	83%	245

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race. N/A means not available.
Source: U.S. Census Bureau, American Community Survey (ACS) 2008 - 2012.
*Linguistically Isolated Households starts available from the census tract summary level and up.

EJSCREEN ACS Summary Report

Location: User-specified point center at 47.615513, -122.346038

Ring (buffer): 1500-foot radius

Description:

	2008 - 2012 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home**			
Total (persons age 5 and above)	8,280	100%	420
English	N/A	N/A	N/A
Spanish	N/A	N/A	N/A
French	N/A	N/A	N/A
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	N/A	N/A	N/A
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	N/A	N/A	N/A
Chinese	N/A	N/A	N/A
Japanese	N/A	N/A	N/A
Korean	N/A	N/A	N/A
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	N/A	N/A	N/A
Other Asian	N/A	N/A	N/A
Tagalog	N/A	N/A	N/A
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	N/A	N/A	N/A
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	N/A	N/A	N/A
Total Non-English	N/A	N/A	N/A

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race. N/A means not available.

Source: U.S. Census Bureau, American Community Survey (ACS) 2008 - 2012.

**Population by Language Spoken at Home starts available at the census tract summary level and up.

D

EJSCREEN Census 2010 Summary Report

Location: User-specified point center at 47.615513, -122.346038
Ring (buffer): 1500-foot radius
Description:

Summary	Census 2010
Population	8,793
Population Density (per sq. mile)	35,438
Minority Population	2,942
% Minority	33%
Households	6,071
Housing Units	7,273
Land Area (sq. miles)	0.25
% Land Area	100%
Water Area (sq. miles)	0.00
% Water Area	0%

Population by Race	Number	Percent
Total	8,793	-------
Population Reporting One Race	8,378	95%
White	6,181	70%
Black	599	7%
American Indian	102	1%
Asian	1,294	15%
Pacific Islander	39	0%
Some Other Race	163	2%
Population Reporting Two or More Races	415	5%
Total Hispanic Population	580	7%
Total Non-Hispanic Population	8,213	93%
White Alone	5,851	67%
Black Alone	583	7%
American Indian Alone	90	1%
Non-Hispanic Asian Alone	1,283	15%
Pacific Islander Alone	37	0%
Other Race Alone	20	0%
Two or More Races Alone	349	4%

Population by Sex	Number	Percent
Male	4,909	56%
Female	3,884	44%

Population by Age	Number	Percent
Age 0-4	108	1%
Age 0-17	193	2%
Age 18+	8,600	98%
Age 65+	607	7%

Households by Tenure	Number	Percent
Total	6,071	
Owner Occupied	1,406	23%
Renter Occupied	4,665	77%

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, Census 2010 Summary File 1.

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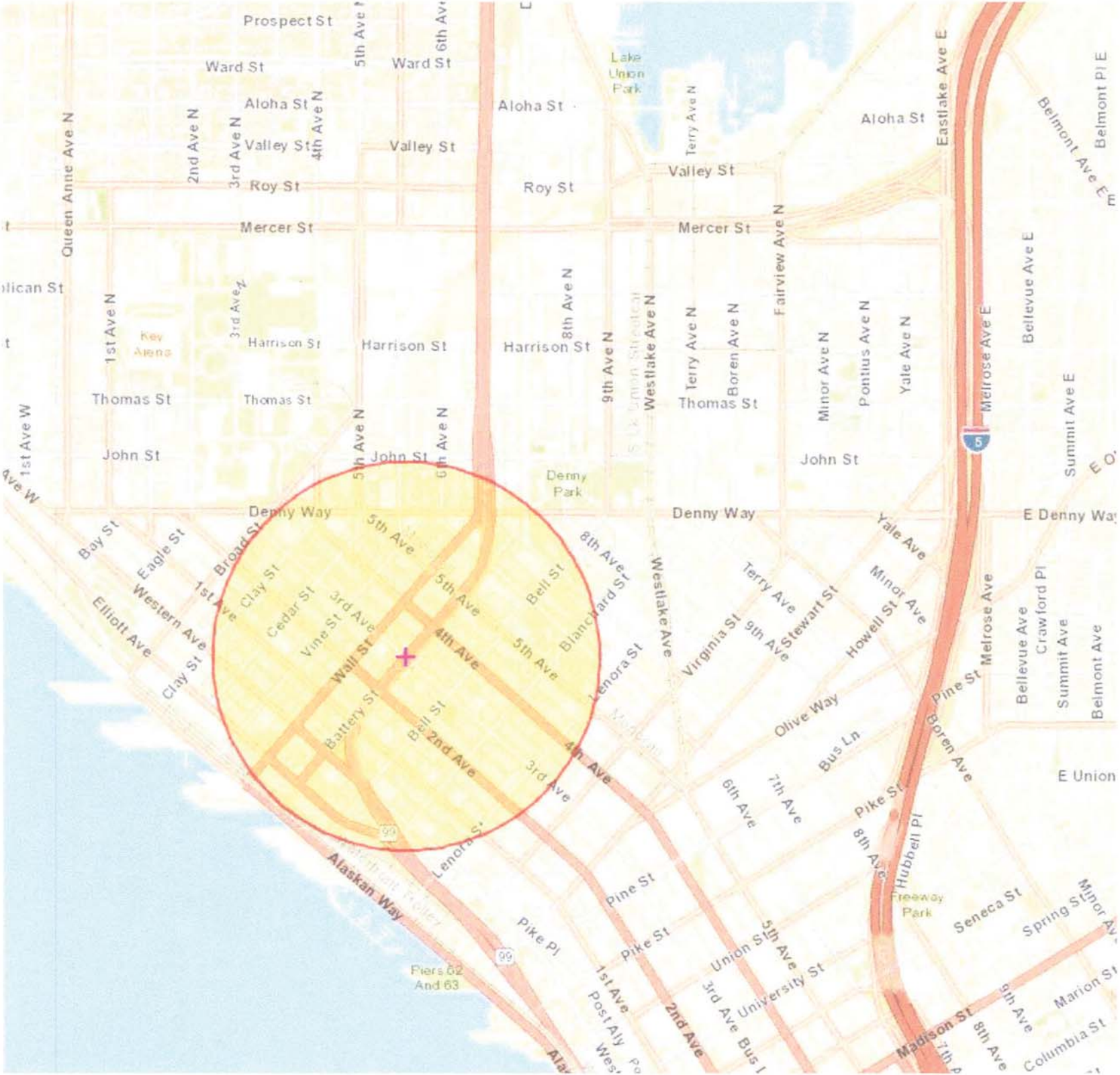
Prospect St
Ward St
Aloha St
Valley St
Roy St
Mercer St
Harrison St
Thomas St
John St
Denny Way
Lake Union Park
Denny Park
Key Arena
Queen Anne Ave N
1st Ave N
2nd Ave N
3rd Ave N
4th Ave N
5th Ave N
6th Ave N
8th Ave N
9th Ave N
Westlake Ave N
Terry Ave N
Boren Ave N
Fairview Ave N
Minor Ave N
Pontius Ave N
Yale Ave N
Eastlake Ave E
Melrose Ave E
Bellevue Ave E
Belmont Pl E
Belmont Ave E
Summit Ave E
1st Ave W
Bay St
Eagle St
Broad St
Western Ave
Elliott Ave
Clay St
Cedar St
Vine St
Wall St
Battery St
Bell St
Blanchard St
Lenora St
Virginia St
Stewart St
Howell St
Olive Way
Pine St
Pike St
Pike Pl
Bus Ln
Hubbell Pl
Seneca St
Spring St
Union St
University St
Madison St
Marion St
Columbia St
Yale Ave
Terry Ave
Minor Ave
Melrose Ave
Bellevue Ave
Crawford Pl
Summit Ave
Belmont Ave
E Denny Way
E Union
Alaskan Way
Pier 62 And 63
Freeway Park
Westlake Ave
Post Aly
5th Ave
6th Ave
7th Ave
8th Ave
1st Ave
2nd Ave
3rd Ave
4th Ave
5

Produced by: Research Compiled by:

Downtown SEATTLE ASSOCIATION

Metropolitan IMPROVEMENT DISTRICT
Business Development & Market Research

Downtown Seattle Association
206-623-0340
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www.DowntownSeattle.com

Belltown

2014 Neighborhood Profile

(Updated October 2014)

Neighborhood profiles provide a snapshot of data for Downtown Seattle neighborhoods. Each year the most recent available data is used for demographics, employment and street-level businesses. Note that figures in this report may not be comparable to previously published figures due to changes in data collection methodology.

Figure 1. Map showing the neighborhood. Green shading indicates the study area used for this report.

Belltown is the densest neighborhood in Seattle with nearly 47,000 people per square mile. The Belltown neighborhood is a diverse assortment of offices, residences, retail boutiques, restaurants and nightlife. Recognizing the promise of a dense residential neighborhood in the heart of the city, developers continue to invest in residential development. Recent completions include ArtHouse, Bell 206, Joseph Arnold Lofts, N Habit Belltown, The Martin, Viktoria Apartments and Volta. These projects added 911 units over the past two years. The city is also investing in Belltown. A new five-block Bell Street Park and a community center at Fifth and Bell both opened earlier this year.

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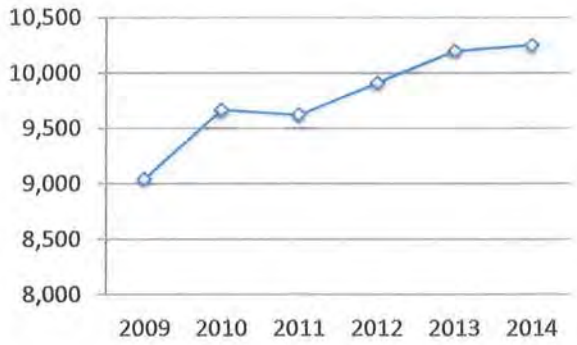
Unless noted, research presented in this document was generated by the Metropolitan Improvement District's Business Development & Market Research team, in cooperation with the Downtown Seattle Association. Please credit MID/DSA when using this research for external purposes. For more information, please email info@downtownseattle.org or call (206) 623-0340.

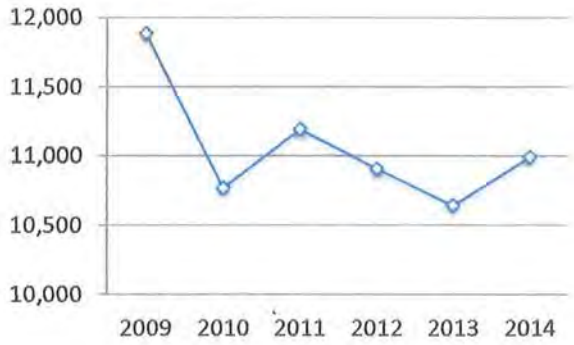
Belltown Data Trends

The following charts display six-year trends for the most recent available data for the neighborhood. These show residential and employee populations for the area as well the number of street-level retail and service businesses. In the services graph, "Restaurants" include bars and cafes; "Other Services" includes accommodations as well as professional, personal, social or financial services.

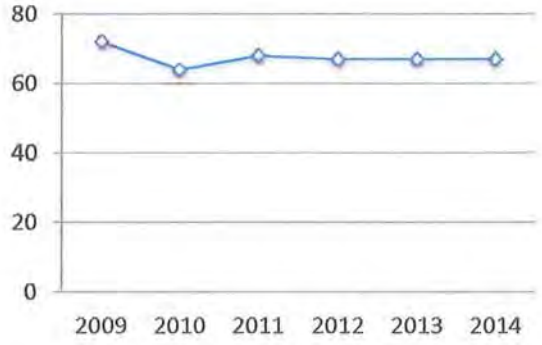
Population



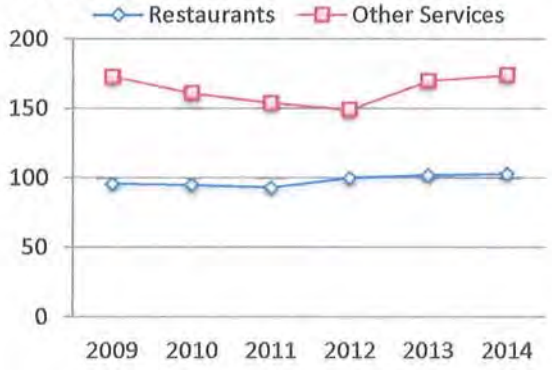
Employment



Retail



Services



By the Numbers

	Population	Employment*	Retail	Restaurants	Other Services
2009	9,044	11,885	72	96	173
2010	9,668	10,770	64	95	161
2011	9,622	11,193	68	93	154
2012	9,911	10,908	67	100	149
2013	10,200	10,643	67	102	170
2014	10,250	10,994	67	103	174

*2014 employment is projected based on changes at the county level.

2014 Demographic Snapshot

	Number	Percent
Population	**10,250**	
Density (population per sq. mi)	46,591	
Population aged 25-44	5,608	55%
Population under 18	168	3%
Median Age	35	
Age 25+ with Associates Degree (or Higher)	6,274	70%
Households	**7,380**	
Family* Households	1,244	17%
Median Household Income	$58,804	
Median Housing Unit Value	$393,321	
Average Apartment Rent	$1,838	
Occupied Housing Units	7,380	
Owner Occupied	1,872	25%

Sources: Demographic information was provided by Esri based on DSA defined neighborhoods. Apartment rent figures were provided by Dupre + Scott and are based on market-based rents in the census tracts that best match the neighborhood boundaries. These rents do not include subsidized or rent controlled units.

**The U.S. Census Bureau defines "family" as "A group of two or more people who reside together and who are related by birth, marriage or adoption". A family household may or may not have children present.*

Street Level Businesses

	2007	2014
Education	**3**	**5**
Government	**4**	**4**
Housing	**87**	**93**
Industrial	**1**	**1**
Retail	**80**	**67**
Merchandise & Gifts	17	16
Clothing & Accessories	12	14
Arts-related	13	11
Other Retail	38	26
Services	**265**	**277**
Restaurants, Bars, Cafes	95	103
Professional Services	62	67
Personal Services	53	57
Other Services	55	50
Total Street Level Businesses	**440**	**447**

Source: Metropolitan Improvement District Street Level Business Inventory (Includes businesses accessible from street level and select Downtown shopping centers). Comparable data are available for all Downtown neighborhoods since 2007.

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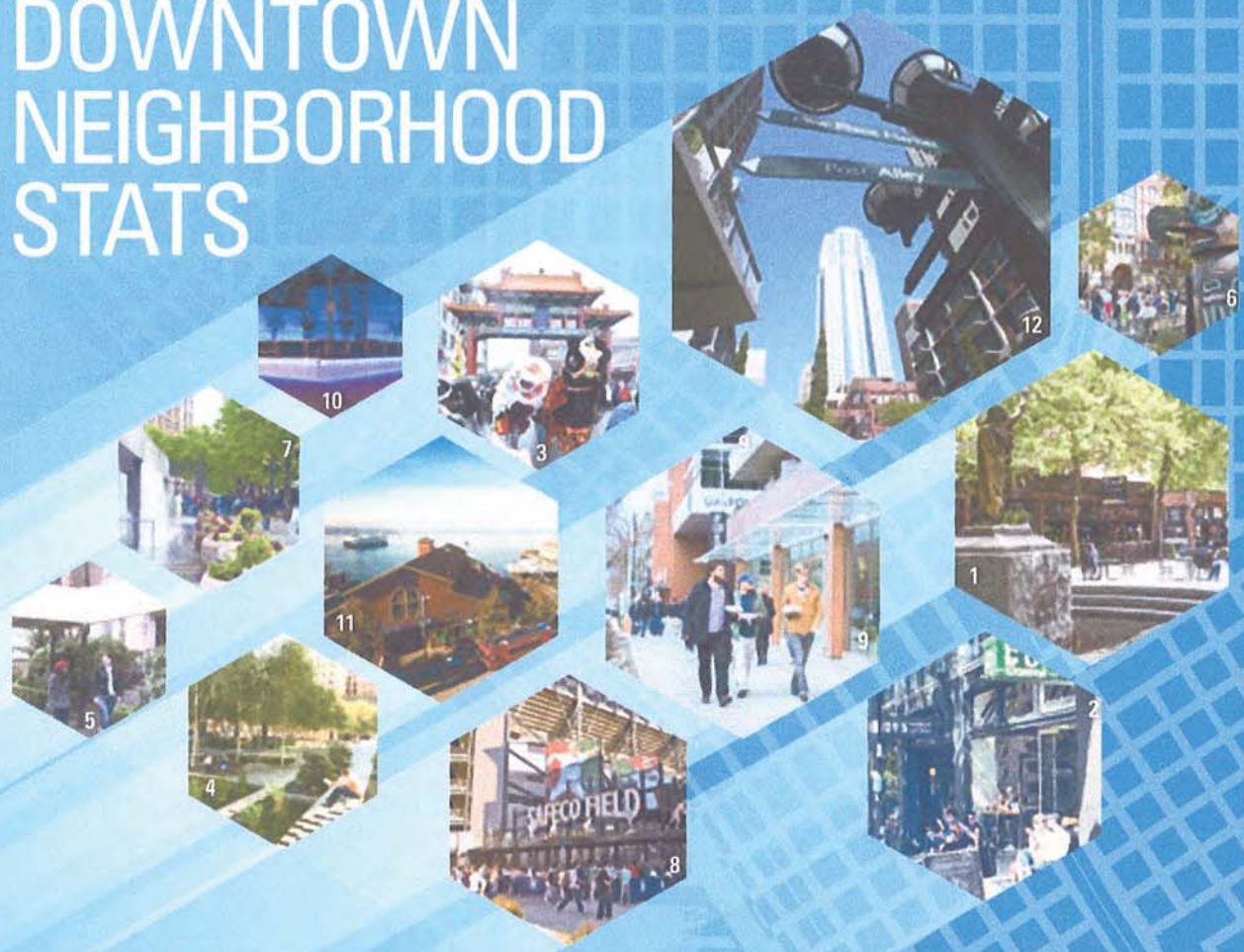
DOWNTOWN NEIGHBORHOOD STATS



Neighborhood	Population	Employment	Retail	Restaurants	Population per sq. mile	Households	Median Housing Unit Value	Commercial Vacancy	Commercial Sales price per sq. ft.	Office Rent	Retail Rent	Walkscore
1. BELLTOWN	10,250	10,643	67	103	46,591	7,380	$393,321	7.9%	$459	$28.86	$20.52	96
2. CAPITOL HILL West of Broadway	11,983	3,590	55	90	39,937	8,421	$358,354	1.6%	$279	$28.52	$34.00	96
3. CHINATOWN/ INTERNATIONAL DISTRICT	3,239	8,309	101	120	12,458	2,032	$350,000	3.1%	$173	$24.40	$16.96	96
4. DENNY TRIANGLE	5,040	18,765	38	71	21,000	3,432	$429,605	6.5%	$385	$32.05	$15.82	98
5. FIRST HILL West of Broadway	11,337	24,592	48	87	26,993	7,429	$320,739	3.8%	$361	$39.10	$39.09	97
6. PIONEER SQUARE	2,742	11,332	104	94	13,710	1,370	$480,851	10.0%	$243	$29.68	$15.32	97
7. RETAIL CORE	3,286	70,754	183	202	920	1,093	$486,364	10.1%	$445	$33.48	$39.34	98
8. SODO	266	16,355	64	24	215	32	$435,714	6.2%	$176	$39.22	$20.00	63
9. SOUTH LAKE UNION	5,341	34,840	57	88	7,971	621	$399,167	11.9%	$608	$39.45	$24.36	97
10. UPTOWN	6,980	12,274	30	64	15,174	4,864	$365,759	3.6%	$278	$22.44	$18.33	91
11. WATERFRONT	319	7,313	15	32	1,029	180	$576,923	4.1%	$399	$29.28	unavailable	94
12. WEST EDGE	4,043	25,228	249	171	28,879	2,933	$617,788	9.9%	$260	$33.21	$25.82	99

Sources: CoStar, Esri, MID Street-level Business Inventory, Walkscore.com (all queries as of November 2014)

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All Residential Unit Construction (Past 10 Years)

Dot size indicates the number of units within each project.

5+ 200+ 400+ 600+ 700+

Completed Under Construction Planned, Permitted & Scheduled

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BELLTOWN AND SURROUNDING NEIGHBORHOODS

Map 2: Vicinity map showing the location of Belltown with respect to other center city neighborhoods. *Source: City of Seattle*

POPULATION

Belltown today has approximately 12,000 residents, triple the 1985 population when the current downtown mixed residential zoning (DMR) was put into place. At 55 people per acre, the 220-acre neighborhood is the densest urban village in the city. While only a small portion of the 960 acres of the Downtown Urban Center, the 12,000 residents are almost half of downtown's total residential population of 26, 844 people.

With a large assortment of older, iconic structures, early 1980's era residential towers, and present day mixed-use residential buildings, Belltown has a well-established feel. However, over 70% of the existing 7,000+ housing units were built since 1980. Further, 90% of residents have moved into their units after 1999. The median age is also slightly younger than the city as a whole: 35.1 years versus the rest of Seattle at 36.1 years. Households are small, at only 1.32 persons and usually comprise just one person.

EMPLOYMENT

In 2013, approximately 18,298 jobs were in Belltown, about 12% of the entire downtown total. This is an increase of about 1,000 jobs since 1995, but a decrease from a high of 23,703 jobs in 2001. The types of jobs have also changed significantly – indicating the neighborhoods shift from a predominantly working-class warehouse district to a higher-end technology and service sector employment base. The greatest drop was in wholesale trade/transportation and utilities, from 3,260 jobs in 1995 to 999 jobs in 2013. Interestingly manufacturing jobs have actually increased from 443 jobs to 1,338 in 2013.

Today the job mix is dominated by service sector employment. The largest share of this sector is 4,676 classified as information or professional scientific, and professional services followed by 2,546 jobs in accommodation and food service, and another 2,164 jobs classified as health care and social assistance services. The next three largest sectors are finance/insurance/real estate, the previously mentioned manufacturing sector, and the government sector.

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TABLE 1: DEMOGRAPHICS, HOUSING, & JOBS

	1990	2000	2010	2014
TOTAL POPULATION	4,116	8,504	11,961	14,098 [A]
WHITE	3,490	6,384	8,404	-
BLACK	300	718	871	-
AMERICAN INDIAN, ESKIMO, ALEUT	105	156	166	-
ASIAN OR PACIFIC ISLANDER	168	720	1,750	-
OTHER RACES	53	172	206	-
POPULATION UNDER 18	62	216	242	-
POPULATION OVER 18	4,054	8,288	11,719	-
HOUSING UNITS	Not Available	4,266	5,932	7,380 [B]
RENTED	Not Available	73%	69%	75%
OWNED	Not Available	27%	31%	25%
*MEDIAN INCOME	Not Available	33,954	55,919	58,804
**NUMBER OF JOBS	Not Available	23,526	17,988	18,298

PARKS & OPEN SPACES

	2014
ACRES OF PARKS & OPEN SPACE	9.19 Acres
***USABLE OPEN SPACE NEEDED TO MEET 2024 GOAL	13.34 Acres
2024 OPEN SPACE GOAL CAP	4.15 Acres
PARKS & OPEN SPACE WITHIN 1/8th OF A MILE	34.61 Acres

[A] Extrapolated from 2000 to 2010 Census Growth Figures

[B] Downtown Seattle Association 2014 Belltown Profile

* Derived from 2000 Census blocks 80.01 and 80.02

** Urban Center/Village Employment Growth Report

*** Seattle Parks & Recreation, An Assessment of Gaps in Seattle's Open Space Network: The 2011 Gap Report Update. May 13, 2011

F

USEFUL BELLTOWN MAPS & DATA

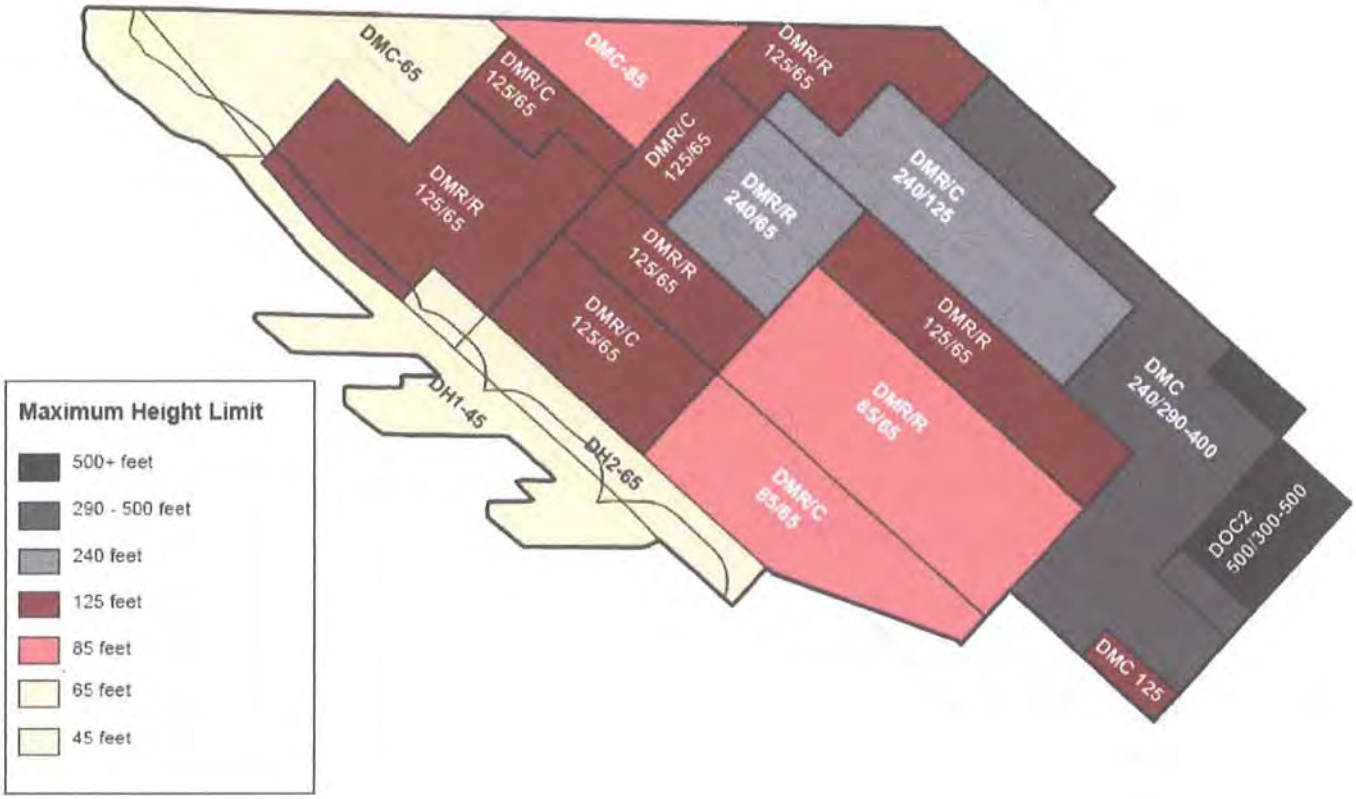
Belltown Court was one of the first full black market rate mixed use developments to take place in Belltown's Core. It contains six stories and has a great brakery at the ground floor.

F

ZONING

Zoning regulates the types of buildings and uses that can be added to a neighborhood. Zoning in Belltown is meant to achieve planning objectives. Several of the basic concepts embodied in Belltown's zoning include:

- Protect the 'Core' of the neighborhood
- Provide transitions
- Greater intensity of development at the edge of downtown
- Residential focus
- Step down to the waterfront



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REPORT ON THE FINDINGS FROM THE BELLTOWN UNITED BRANDING STUDY

Paul Dobosz
Downtown Seattle Association/
Metropolitan Improvement District
January, 2016

BELLTOWN UNITED BRANDING STUDY
EXECUTIVE SUMMARY
JANUARY, 2016

I. Introduction

The Downtown Seattle Association/Metropolitan Improvement District was commissioned to assist a committee of key Belltown stakeholders with conducting a neighborhood research study. The mission of this project was to evaluate and then enhance various livability elements for the neighborhood such as commerce, arts, parks, transportation and events. The primary focus was to identify the main concerns, interest and needs of those who live, work, shop and play in Belltown. Once the survey was designed and reviewed, it was put into a Survey Monkey format and distributed in early December, 2015. Reminders to complete the survey were sent out during the month with the assistance of various community partners, groups and organizations Cut off day for responding to the survey was January 6, 2016. One hundred-eighty eight individuals responded to the survey.

II. Respondent Profile

A breakdown of the respondent base is as follows:

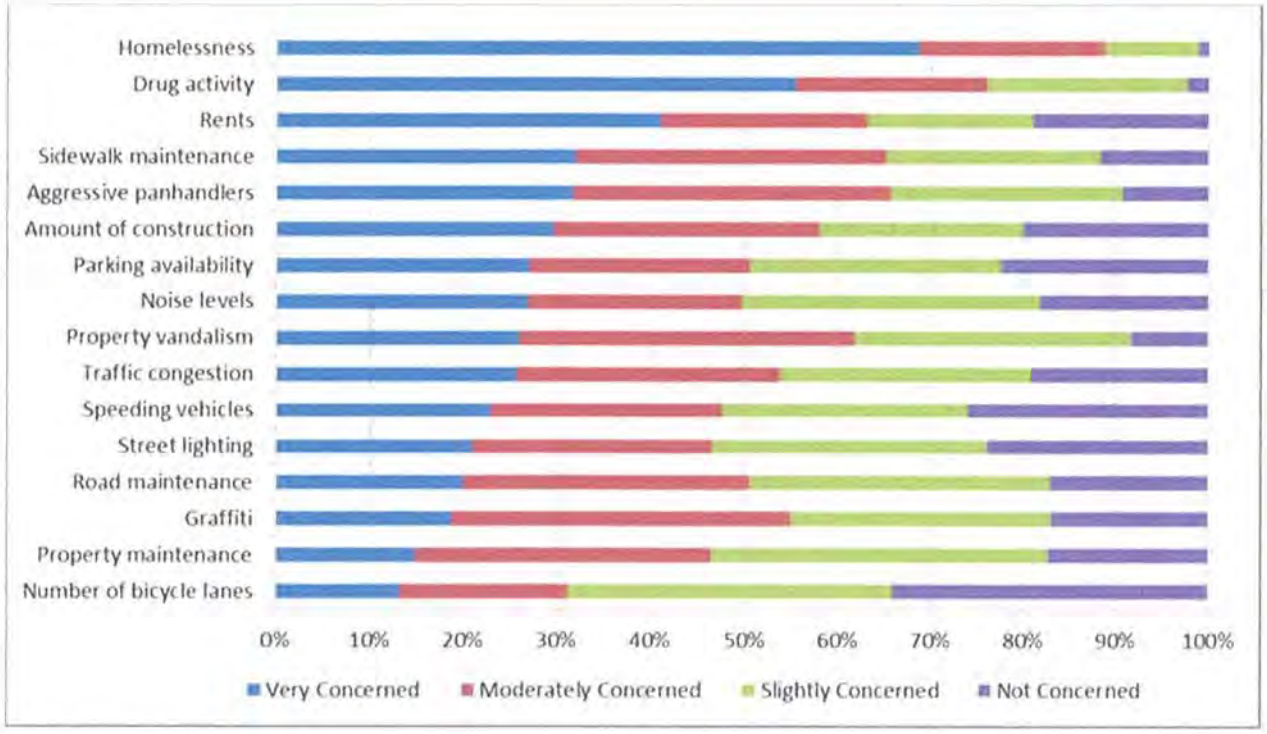
- Sixty-one percent stated they owned their Belltown residence.
- Thirty-three percent rent their Belltown residence.
- Twenty-five percent of respondents work in Belltown.
- Ten percent own a business in Belltown.
- Fifty-three percent were over the age of forty-five.
- Fifty-six percent were females while forty-two percent were males.
- Forty-four percent had household incomes of $100,000.00 and over.
- Fifty-six percent have been Belltown residents for more than five years.
- Seven percent have a child under the age of eighteen living in the household.

Using data from ESRI (Environmental Systems Research Institute) and the American Community Survey, a comparison was made between the Community Profile of Belltown and the profile of survey respondents. The latter tended to be skewed more....

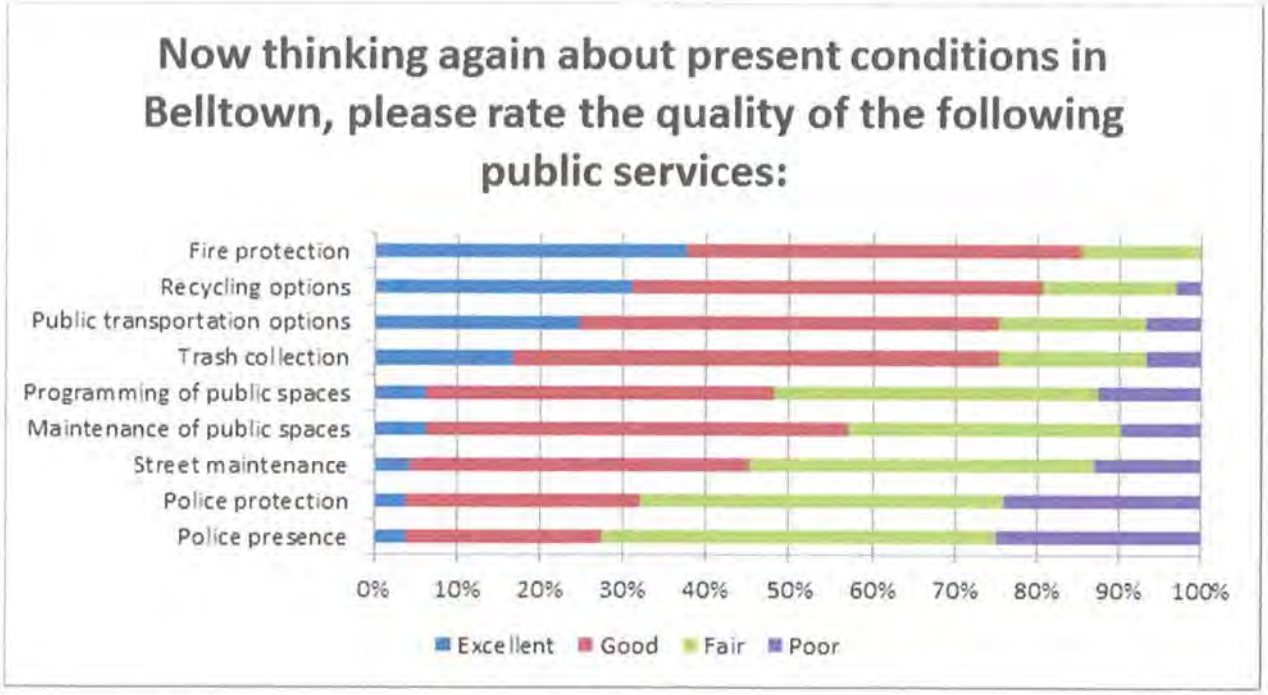
- Towards owners of their residences
- Older
- Affluent
- Female

III. Findings

- **Main Concerns** - When thinking about present conditions in Belltown, respondents were most strongly concerned about homelessness (69 percent were **very** concerned), drug activity (55 percent) and rents (41 percent). Those concerns were followed by sidewalk maintenance by the city and aggressive panhandlers (32 and 31 percent respectively). Of least concern were the number of bicycle lanes (13 percent were **very** concerned), property maintenance (14 percent) and graffiti (18 percent). Females were more concerned than males about speeding vehicles and street lighting. Home owners and the more affluent were more concerned about homelessness and less concerned about rents.



- **Quality of public services** – Police presence and Police protection were generally the two most poorly rated services across all segments. Only four percent considered each **excellent** while around a quarter considered them **poor.** Also receiving few **excellent** ratings were street maintenance and repairs such as potholes (four percent) and maintenance and programming of public spaces, each with six percent. As to the latter, there was an interest in additional activity. Among services most highly rated were fire protection (37 percent rate excellent), recycling options (31 percent) and public transportation options (25 percent).



- **Additional services needed** – A quarter of the respondents stated they would like to see some other service provided in Belltown. Among the most frequently mentioned services were increased police presence, sidewalk repair, improved public transportation options, decreasing drug activity, increasing services for the homeless and recruiting a grocery store.

Sample comments:

Police presence at bus stops where transients openly use alcohol and drugs and sell stolen goods

There is a program in Bellevue called Hero House, a place people on disability can go to have a "work-ordered day" and psycho-social rehabilitation. We need a place like this that is more accessible to the growing downtown/Belltown disability/homeless community, please.

We had good bus service on Second St. and now I must walk many blocks to catch a bus to anywhere and nothing to take me down to the ferries.

Drug intervention.

You can get potholes filled if you are an automobile but if you are a mere pedestrian you cannot do anything about the abysmal holes, cracks, uprooted sidewalks.

Public restrooms as well as grocery stores, we have little walk in marts but that is not a good enough option. Whole Foods is far too expensive for regular shopping.

- **Street-level businesses** – About half of the respondents, particularly women, would like to see a street-level business added to the Belltown mix. By far the most frequently mentioned operation was a larger, full-service food merchant. Other mentions include a book store, small local business (in general) and businesses catering to a residential base such as a hardware, shoe repair and drug store. A number of individuals took the opportunity to mention their concern about the rising commercial leasing rates in the area which are impacting existing businesses.

  Sample comments:

  Grocery store. I can't do full scale shopping in the convenience stores.

  More local small shops.

  The deli (on 2nd and Cedar) recently closed, as did a Chinese place on 3rd. Due to high rent.

  Organic/natural grocery, GF bakery, yoga studio (non-hot).

  Cobbler, bookstore, coffee shop at north end.

- **Feeling part of a vibrant neighborhood** – Three out of four respondents stated they personally feel they are part of a vibrant neighborhood. This was true particularly among males. Among the reasons most frequently given were they know and interact with their neighbors, there's a lot to do in Belltown and the diverse population in the neighborhood. Reasons given for not feeling part of a vibrant neighborhood include too much growth going on which could cause a loss of their sense of community and various disruptive issues.

  Sample comments:

  Friendly neighbors, great businesses, growth and improvements all around.

  Love living here. Plenty to do to keep me busy. Great restaurants.
  I love the different people who live here including the low income people who live in the available housing options.

  There's lots of energy! But I still get in my car a fair bit to go to Cap Hill/Fremont. I walk to QA, Seattle Center & Pioneer Square.

  So much construction planned it's going to change when the new construction starts.

  Need to feel safe to go out at night.

- **Aware of neighborhood offerings** – The large majority (74 percent) of respondents believe they are well-informed about the various local neighborhood offerings such as art, music and film events. Email and through the website were by far their preferred ways to receive notice of

these types of offerings. There was a slight preference among those older and who own their residence to receive emails.

- **Attendance at a Belltown Community Council meeting** - About two in five (39 percent) stated they have attended a previous Belltown Community Council meeting. While those forty-five and older were more likely to have said they've attended a meeting in the past, there was no difference between those who own or rent their residence. Among the most frequent reasons for not attending were that meetings are not held at a convenient time and they have insufficient notice or information about the meeting.

Sample comments:

Timing never works out.

I've heard of them but usually too late to plan on attending.

In the past I had time conflicts, but I would like to try attending the future meetings.

- **General comments** – Over forty percent of respondents made additional comments. The majority of the comments often reinforced what was touched on in earlier survey questions. Many covered multiple subjects or issues. Among the most frequently mentioned were those that focused on homelessness, various safety and illegal issues such as drug activity, the desire to keep the character of Belltown strong and growth there managed, an increase in police presence and control rent increases.

Sample comments:
Homelessness and excessive rent increases are two parts of the same trend. Homeless people are a part of our community and need a collective and inspired response for help and support. More needs to be done at the community level to provide spaces and programing.

Finding a solution to homelessness should be a priority. At the very least provide public toilets so they don't have the indignity of public urination, and everyone else doesn't have to see this.

Can we at least have a police car sitting near the dog park at night- doing paperwork?

We do need more police presence. It is all about money. Today in the newspaper it reiterated the fact Seattle has the same number of police officers as it had in 1970. I am willing to be taxed more to change this.

New development is slowly overtaking this neighborhood. Maintaining its character is a challenge that I am not sure how to meet.

This would be crazy expensive, but how nice would it be to have smooth streets, safe bike lanes, wide level sidewalks (crack free), aesthetic uniform street lighting, and feel safe walking home in the dark.

Belltown is in my opinion an area ignored by the city and not achieved the status granted a NEIGHBORHOOD: clean, safe, welcoming, comfortable all hours and seasons for its residences and encouraging to potential residence.

Thank you for the opportunity to give feedback! In general, Belltown is a fab place to live and I love being part of the community here.

IV: SUMMARY:

A number of issues were clearly identified, many of which echo learnings from other Downtown Seattle research projects. There is significant concern about the increase in the number of homeless and what services can be provided to them. Also of concern is the overt and ever increasing amount of drug activity taking place in Belltown. Underlining this and other illegal issues is the stated need for the additional presence of SPD beat officers. These would be officers who get to know the various stakeholders in Belltown on a personal level and develop an ongoing channel of communication with them, something not possible if their presence is limited to a vehicle or bike.

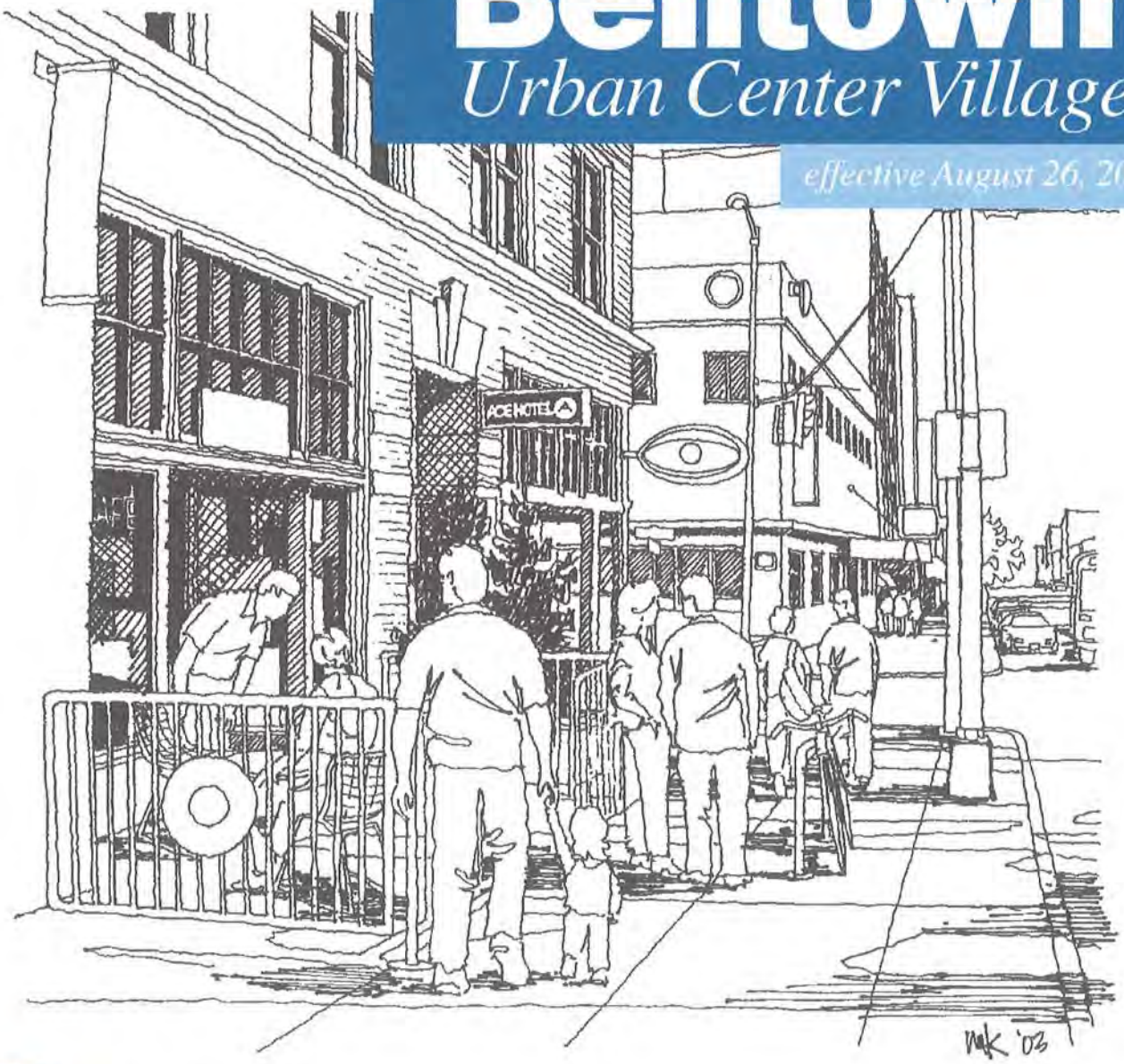
Survey participants also expressed concern about the level of construction going on in Belltown. Some mentioned their concerns were related to how it disrupts traffic and impacts street maintenance. However, most concerns centered on the growth not being managed appropriately and, in light of that, it ultimately changing the character and uniqueness of the Belltown community. Related to that is their fear that leasing rates, both commercial and residential, are increasing significantly and will eventually price some stakeholders out of the neighborhood. While most consider themselves part of a vibrant neighborhood and are pleased with the current mix of street level offerings, a good number were interested in recruiting a full-line, larger food retailer to Belltown. And as to receiving news about the community, Email and website are the two preferred methods of communication.

For additional information on this report, please contact Paul Dobosz, Downtown Seattle Association, Manager – Business Development and Market Research at 206 613-3212 or pauld@downtownseattle.org

design Review

Design Guidelines *for the* Belltown *Urban Center Village*

effective August 26, 2004



City of Seattle
Department of Planning
and Development

(H)

Design Review in Seattle's Neighborhoods

What is design review?

Design Review provides a forum for citizens and developers to work toward achieving a better urban environment through attention to fundamental design principles. Design Review is intended to assist new development to contribute positively to Seattle's downtown neighborhoods. Design guidelines offer a flexible tool — an alternative to prescriptive zoning requirements — which will allow new development to respond better to the distinctive character of its surroundings.

Design Review has three principal objectives:

1. to encourage better design and site planning to enhance the character of the city and ensure that new development sensitively fits into neighborhoods;

2. to provide flexibility in the application of development standards; and

3. to improve communication and participation among developers, neighbors and the City early in the design and siting of new development.

Design Review is a component of a Master Use Permit (MUP) application, along with other components, such as environmental review (SEPA), variances, etc., administered by the Department of Planning & Development (DPD). Like these other components, Design Review applications involve public notice and opportunity for comment. Unlike other components, projects subject to Design Review are brought before the Design Review Board for its recommendations. The final decision on Design Review is made by the DPD Director, together with the decisions on any other MUP components. This decision is appealable to the Hearing Examiner.

What is design review in Belltown?

The downtown Design Review Board is responsible for reviewing the design of new buildings in Belltown Urban Center Village for their contribution to the public's enjoyment of the building and the immediate vicinity. The downtown Design Review Board includes two downtown residents, and one representative each from the downtown business, development, and design communities.

What are Neighborhood-Specific Design Guidelines?

Design Review downtown uses both the 1999 "Design Review Guidelines for Downtown Development" and the guidelines that are specific to individual neighborhoods. Once adopted by City Council, neighborhood-specific design guidelines augment the Downtown Design Guidelines. Together they are the basis for project review within the neighborhood.

What are Belltown-Specific Design Guidelines?

The Belltown neighborhood design guidelines reveal the character of the neighborhood as known to its residents and businesses. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the 1999 "Design Review Guidelines for Downtown Development" can increase overall awareness of good design and involvement in the design process.

Design guidelines are design considerations that promote various goals and design intents. They address the quality of the urban environment, recognizing that it is ultimately formed by countless individual creative decisions. The guidelines are intended to present design principles that encourage development that promotes cohesiveness and compatibility

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Design Review in Seattle's Neighborhoods *(cont.)*

with the existing and desired character of the area, as well as excellence in urban design. They are not intended to restrict innovation, imagination or variety in design. An alternative design can be considered if it demonstrates that it achieves the desired character.

Designing Streetscapes to Address Safety and Accessibility Requirements

The streetscape is part of the public right-of-way that lies between the curb and the building face or property line. Enhancements to the streetscape such as special paving treatments and street furnishings can contribute to the experience for pedestrians and help define neighborhood character. Certain features, such as curb bulbs, can improve safety by shortening the crossing distance for pedestrians as well as increase visibility between pedestrians and drivers.

The life of Belltown is closely tied to the character of its public space, and it is especially important to acknowledge the importance of streets as public space. The sidewalk, and where the building meets the sidewalk, should be a place of intense interaction. Well-designed streetscapes can support activities in neighborhood business districts, and make walking an attractive choice for getting around the city. The Seattle Department of Transportation (SDOT) recognizes and supports the range of benefits a well-designed streetscape provides for all pedestrians, including people with disabilities. For this reason, SDOT reviews streetscape design elements very carefully to ensure that all of the materials, dimensions and design elements meet safety and accessibility requirements. In addition to the aesthetic and practical benefits of a well-designed streetscape, SDOT must meet state and national safety and access standards for streetscape design.

SDOT and the Department of Planning & Development (DPD) are working together to better coordinate SDOT's early involvement and guidance with the design review process. The information below is intended to help those involved in the design review process (design review board members, project proponents, DPD staff, and the public) have a better understanding of the issues that SDOT street use permit reviewers and engineers must consider when reviewing streetscape designs. Safety and accessibility requirements should not restrict the creative intent of a design proposal. They will, in every case, require a close examination of the following elements of all streetscape design plans:

Use of materials

Pavement materials that result in a slippery or uneven pavement surface will not comply with standards established by the Americans with Disabilities Act (ADA) and therefore should be avoided.

Minimum sidewalk width, areas free of obstructions

ADA requires a minimum of five (5) feet of clear sidewalk space. SDOT prefers six (6) feet of unobstructed, linear sidewalk space that is free of street furniture, street trees, planters, and other vertical elements. These minimum widths are required to provide access to people in wheelchairs and walkers. In addition to sidewalk width, the State requires a three (3) foot distance between vertical objects on the sidewalk and travel lanes in the roadway to minimize conflicts with vehicle activity.

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Curbside management

In a dense urban environment such as Belltown, curb space to accommodate bike lanes, parking, loading zones, transit zones, and other street elements is in very high demand. While wide sidewalks and planting strips may meet many City and neighborhood goals, on-street parking spaces in business districts may also meet multiple policies and goals.

Trade-offs are often necessary among the numerous uses competing for limited amounts of curb space. Removing parking to add other street elements is possible in many locations and always requires careful consideration of business and neighborhood parking needs. Transit system needs, including bus zones, must be accommodated to support quick and reliable transit service throughout the city.

A sidewalk providing clear sidewalk space, street furniture, and an acceptable distance between streetscape amenities and vehicle travel lanes.

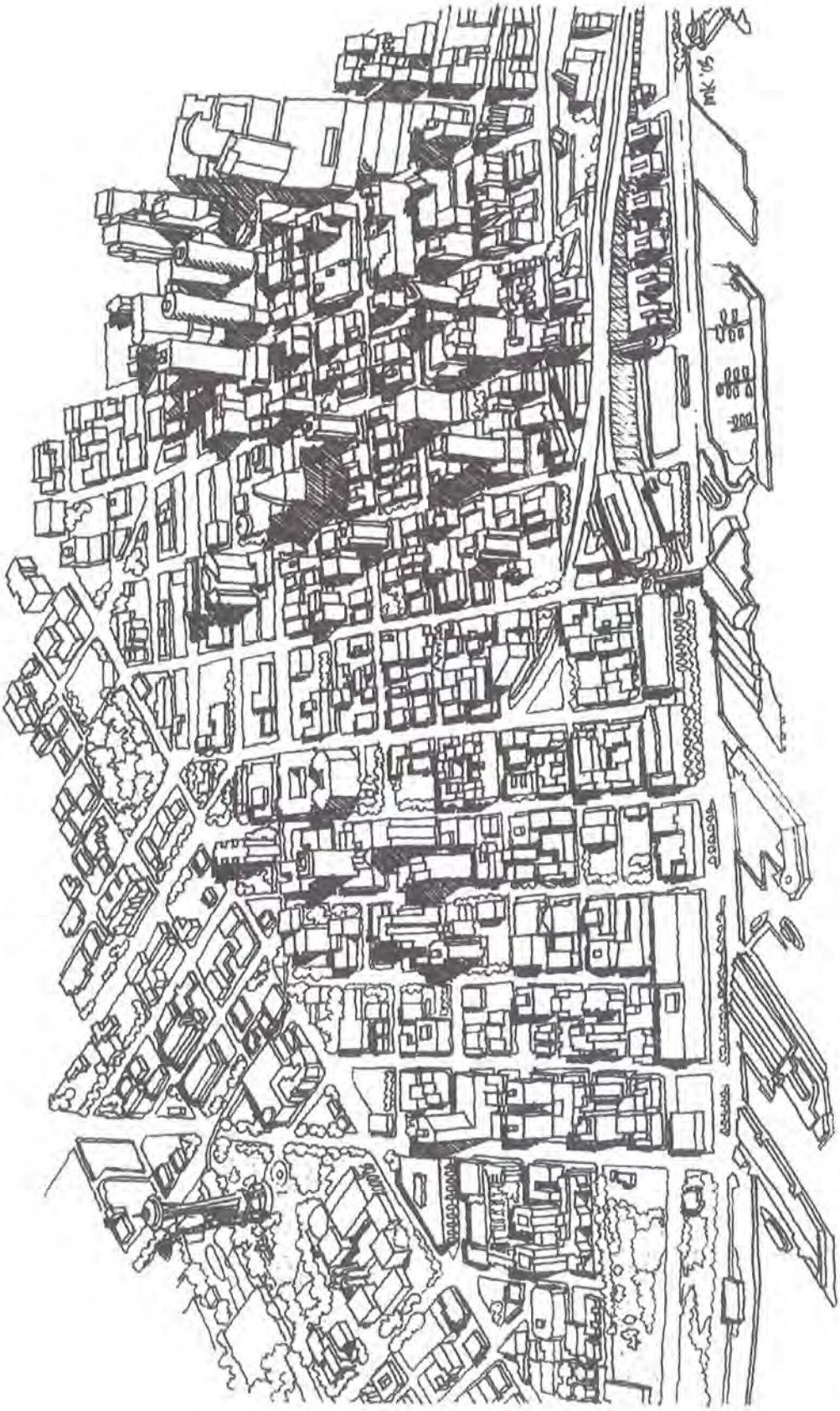
Design for longevity

Sidewalks with special paving treatments (such as pavers or stamped, colored concrete) add a unique design element to the streetscape and can enhance the walking experience for pedestrians. It is important to design special paving so that it retains its integrity over time. This is becoming increasingly important as the number of utility cuts on sidewalks increases to respond to the demands of higher density development. Carefully selected colors can be mismatched as the original color fades and new sections are applied.

A successful design solution will address safety, access, and aesthetics. SDOT encourages design review board members and staff to consider all of the issues listed above when reviewing streetscape designs for new development.

An example of special paving treatment designed to be well-maintained over time.

Balancing the needs of pedestrian safety and comfort with on-street parking.



Context: Belltown and immediate vicinity

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CITY OF AUBURN WASHINGTON

Nancy Backus, Mayor

25 West Main Street * Auburn WA 98001-4998 * www.auburnwa.gov * 253-931-3000

January 21, 2016

Sound Transit Board of Directors
c/o Board Administrator
Sound Transit
401 S Jackson Street
Seattle, WA 98104

RE: Sound Transit 3 Candidate Projects

Dear Sound Transit Board of Directors:

Thank you for the opportunity to comment on the Sound Transit 3 (ST3) Candidate Project list. We have the following specific comments on the project which affect our jurisdiction:

Project S-06: Expand Sounder South Train Platforms to 8 cars

Auburn supports this project but has some specific questions regarding how the platform expansion will be accomplished. The Auburn station is bordered on the north by West Main Street; this road handles over 5,000 vehicles per day and is an access to the Multicare Auburn Medical Center. It is our understanding that there is already an acknowledgment of the "significant challenges to construct due to the junction immediately south of the existing station". This implies that the platform addition is intended to extend to the north of West Main Street. As such, the loading and unloading of trains would then block West Main Street creating east-bound and west-bound traffic impacts. The City of Auburn supports longer commuter trains that do not physically block West Main Street and is requesting that the project look at an extension of the platforms to the south of the existing station.

It should be noted that the evaluation measures and key attributes section indicates ridership in 2040 as fewer than 1,000 daily boarding's. In 2015, however, the Auburn station handled approximately 1,350 daily boarding's per Sound Transit's 2015 Service Implementation Plan. This apparent data discrepancy is concerning. Therefore, please explain what this evaluation measure means and correct, if necessary. Specifically, we would like to have clarified whether the reference to the 1,000 boarding's number is intended to be the increase over the current boarding's anticipated from the expanded trains.

The key attributes section states that one of the project elements is raising the platform height to be more proximate to level boarding. Stations along the Sounder line also host Amtrak trains which may have different height requirements for level boarding than Sounder. Auburn has interest in a potential future Amtrak station and would request that level boarding platforms not preclude the use by Amtrak and that this be addressed in the design.

Project S-07: Additional South Sounder Platform Extensions (beyond 8-car extension included in S-06)

Although the Auburn Station is not included in this proposed project, the extension of the Sounder trains beyond 8-cars could have an impact to the West Main Street crossing similar to that mentioned under S-06. Auburn supports longer commuter trains operated in a manner which does not physically block West Main Street.

Sound Transit
January 21, 2016

Project S-08: Additional Sounder Service
Auburn strongly supports this project. Sounder demand continues to grow. And while Sounder is now a key part of the region's transportation options to reduce traffic congestion, it currently does not function as a mature commuter rail system. All-day weekday service, as well as evening and weekend service will maximize the efficiency of the existing, sizeable investment in commuter rail. It will remove additional vehicles from already overcrowded highways. Expanded Sounder service will also support Amtrak intercity rail service by collecting passengers at local stations and feeding them to Amtrak stations.

The evaluation measures section of this project could benefit from including additional information to help policy makers judge the value of this important project compared to others.

Project S-09: Auburn Station Access Improvements
During 15 years of outstanding service Sounder has seen ridership increase significantly beyond the original projection that the Auburn Station would handle 900 daily boarding's by 2020. In 2015, Sounder already handles an average of 1,350 daily boarding's at the Auburn Station per Sound Transit's 2015 Service Implementation Plan. The City of Auburn strongly supports this project to create a new second parking garage in our city.

Project S-15: South Sounder Access Program
Auburn supports the completion of this project and believes it should be completed in addition to project S-09 Auburn Station Access Improvements.

Again, I would like to thank you for the opportunity to comment on the ST3 Candidate Project list and we look forward to seeing the final ST3 program.

Sincerely,

Kevin Snyder
Director of Community Development and Public Works
City of Auburn

NB/ks/ig/mm

City of Bellevue

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January 21, 2016

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: City of Bellevue comments on Sound Transit Phase 3 Candidate Project Scopes

Dear Chair Constantine and Members of the Board:

We appreciate the opportunity to comment on the candidate project scopes under consideration for inclusion in the Sound Transit Phase 3 (ST3) System Plan. Thank you for building on lessons learned from ST2, and engaging local jurisdiction on the project scopes early in the planning process. ST3 will be most successful if its projects mirror local land use and transportation plans, and blend with community character by incorporating elements like grade-separated crossings, for example.

As communicated in our July 14, 2015 comment letter and "Interest Statement," the City of Bellevue has a vital interest in ensuring that future regional transportation projects maximize the investments of ST2 and meet the growing needs of the Eastside and the region in a potential ST3 ballot measure. As the candidate project scopes are solidified and the draft plan is formulated in the coming months, we expect ST3 to maintain subarea equity, enhance intra-eastside connections, and demonstrate multi-agency coordination.

Maintain Subarea Equity
It is imperative that the ST3 System Plan address the needs of the Eastside in a comprehensive fashion to serve the substantial expected population and employment growth in the East King subarea, and to maintain the principles of subarea equity as defined in ST2 (i.e. Utilizing local tax revenues for transportation programs and services that benefit the residents and businesses of a subarea generally in proportion to the level of revenues contributed by that subarea).

Should ST3 be approved by the voters, the Eastside will be making a significant tax investment into the package. A responsible plan will carefully balance planned projects with available funds from each subarea, rather than borrow across subarea lines. This balance should be transparent to the voters so that the public can clearly understand the full cost of ST3, and be confident their investments will deliver a system that gets them where they want to go. We have invited Sound Transit staff to our February 8 Council meeting to explain how the plan will address these important considerations.

Enhance Intra-Eastside Connections
Bellevue's priorities acknowledge and emphasize the many interests and goals shared among Eastside cities. The ST3 System Plan must recognize that High Capacity Transit (HCT)

connections between Eastside cities are as critical to the overall regional network as cross-lake connections. As noted in Bellevue's Transit Master Plan vision, transit service should be designed to help more people reach more destinations in less time.

Bellevue strongly urges the Sound Transit Board to move the following HCT projects forward into the draft ST3 System Plan, including the altered project scope elements described below:

1. **Project E0-2: Fully implement I-405 Bus Rapid Transit (BRT) from SeaTac to Lynnwood, consistent with the I-405 Master Plan early in the ST3 funding cycle.** As currently described, the lower capital I-405 corridor BRT option is only slightly better than current Regional Express (REX) bus service. For example, the proposed low capital BRT from the Lynnwood Transit Center to the Bellevue Transit Center is essentially the current 535 REX route. This service will be subject to I-405 congestion and delays as buses weave from the Express Toll Lanes (ETL) to the general purpose lanes and back to serve outside transit stops. This is not BRT, and is not acceptable because it will not adequately serve the growing Eastside or maximize the taxpayer's investments.

   ST3 implementation must be full BRT, which includes dedicated transitway with inline flyer stops, or at the very least remain in the ETL lanes serving only inline stops; vehicles with multiple doors for entry/exit, designed to "dock" with stations to eliminate a step-up onto the bus; frequent, all day service, intuitive maps and simple schedules; off-board fare collection; transit signal priority for faster, more efficient service; and sophisticated communication systems to track vehicle locations and provide real-time arrival information directly to passenger cell phones or kiosk displays.

   For the I-405 BRT project to meet the needs of the growing Eastside travelling public, the scope must include:
   - In-line BRT station at Canyon Park with a connection to the pedestrian overcrossing of I-405;
   - Expanded parking garage at Canyon Park;
   - In-line station in Kirkland at NE 85th Street;
   - Extending NE 6th Street to 120th Avenue NE in Bellevue;
   - In-line station at 112th Avenue SE with a pedestrian bridge connection to the park-and-ride;
   - Expansion of the 112th Avenue SE Park-and-Ride;
   - In-line station at North 8th Street in Renton;
   - Direct access to the Tukwila Sounder Station;
   - At least one additional in-line station south of I-90;
   - Non-motorized access improvements and other service improvements paired with related capital improvements (signals, signage, lighting);
   - Consideration of alternative routing for northbound BRT that exits at I-90 to Bellevue Way SE to serve the South Bellevue Station, East Main Station, and Bellevue Downtown Station along arterial streets before returning to I-405 via the NE 6th Street direct access ramp; and

- Expanded vehicle fleet to meet service/headway goals (project number R-02).

2. **Project E-03: Build light rail from Totem Lake to Issaquah via Bellevue to connect these three regional growth centers with fast, frequent and reliable transit service.** Move forward with the project as described in the E-03 project analysis, including the Bellevue College Connector project, with the following scope modifications:
   - Allow for the project to be built and opened for service in phases;
   - Provide flexibility to allow for alternative High Capacity Transit considerations on certain segments of the route;
   - Include an elevated non-motorized crossing of NE 8th Street at the Eastside Rail Corridor to provide access between Wilburton Station, located on the north side of NE 8th Street, and the redeveloping Wilburton area on the south side of NE 8th Street. Additionally, the crossing will serve people walking and bicycling along the planned Eastside Rail Corridor multi-use trail as well as provide access from the street level of NE 8th Street; and
   - Ensure the Eastside Rail Corridor multi-use trail be preserved for recreational use in addition to transit use.

3. **Project E-04: HOV Direct Access at Renton/N 8th Street.** In lieu of the proposed North 8th Street HOV direct access ramps in Renton, provide a new transit center and parking garage at Rainier Avenue South and South Grady Way.

As supportive elements of greater connectivity on the Eastside, Bellevue supports inclusion of the following projects (as described in the project analysis sheets released on December 4) for inclusion in the draft ST3 System Plan:

- Project E0-1: Complete ST2 East Link LRT to Downtown Redmond (per the Record of Decision) as the first project completed under ST3.
- Project E-05: Build the North Sammamish Park-and-Ride.
- Projects N-09 and N-10: Implement BRT on 145th Street and State Route 522 to create a HCT connection between the Eastside and the greater Seattle area via the north end of Lake Washington.

Lastly, although it is not under consideration within the candidate projects proposed for inclusion within the ST3 System Plan, the Board should begin planning for HCT considerations—including the potential for light rail—on the SR 520 Bridge to complete the HCT loop across Lake Washington and increase mobility between the two largest job centers of the region.

Demonstrate Multi-Agency Coordination

While we appreciate the time constraints that Sound Transit is under to meet the June deadline for potential inclusion in a November 2016 ballot, we are concerned that there is not sufficient time or information available to understand the complete transportation network for which the ST3 candidate projects are integral to creating.

We continue to work with Sound Transit staff to understand specific elements from the December 4 project sheets, however as presented these analyses are missing several critical components including detailed information pertaining to the:

- System Access Improvements (project number R-05);
- Regional Express Bus Service (project number R-01);
- Transit Oriented Development Program (project number R-07); and
- Coordination with King County Metro, both current service and Long Range Plan integration.

Furthermore, Bellevue staff has met with Sound Transit staff to better understand the ridership forecasting modeling used throughout the candidate project sheet analyses. There are serious concerns that the ridership assumptions do not fully capture local land use plans, localized trips, and regional transit integration, which affect ridership estimates for all the Eastside candidate projects. City staff will submit a technical memo to address these concerns.

This information is critical to understanding how the candidate projects will integrate into a complete regional transportation network—no matter the operator—and maximize the public's investment in ST3. It is important to note that connecting people to places they want and need to get to with frequent, reliable and affordable transit is a social equity issue. ST3 provides a real opportunity to close current service gaps, but must be closely integrated with other transit agencies and local jurisdiction plans for this opportunity to be fully realized. The public deserves a thorough update on how this coordination is coming together, and we invite you to provide this at an upcoming Council meeting.

Bellevue will continue to be engaged in the development of the ST3 System Plan in collaboration with other Eastside cities and Sound Transit. Ongoing coordination between our staffs will be vital as we work to carefully align city planning efforts—such as our Grand Connection, which will provide a non-motorized crossing of I-405 between the east and west sides of Bellevue—with the work underway in ST3.

Thank you for considering the City of Bellevue's comments. Please contact David Berg, P.E., Transportation Department Director (dberg@bellevuewa.gov, 425-452-6468) if you have any questions or want to discuss in greater detail.

Sincerely,

John Stokes

John Stokes, Mayor

Attachments:
- City of Bellevue Interest Statement Concerning Sound Transit's Phase 3 (ST3) System Plan
- City of Bellevue July 14, 2015 ST3 Comment Letter

cc: Bellevue City Council
Brad Miyake, City Manager
Peter Rogoff, CEO, Sound Transit
Dave Berg, Transportation Department Director, City of Bellevue
Ric Ilgenfritz, Deputy Director, Sound Transit

City of Bellevue

Post Office Box 90012 ▪ Bellevue, Washington ▪ 98009 9012

City of Bellevue Interest Statement Concerning Sound Transit's Phase 3 (ST3) System Plan

July 13, 2015

The City of Bellevue has long embraced and advocated for a multimodal approach to addressing local and regional transportation challenges. The network of highways, high-occupancy vehicle facilities, express and local bus service, regional trails and future light rail serving our region and the Eastside must work as a highly integrated system to serve the needs of the growing population and to sustain a healthy economy.

Looking at the expansion of the regional system beyond ST2 is timely now that East Link is progressing and will be operational by 2023. The planning and implementation of the ST3 System Plan will extend beyond the next 25 years. ST3 must be integrated with and support local and regional plans that have identified areas for significant growth over that time period. The City of Bellevue urges the Sound Transit Board to build on the implementation of ST2, especially East Link light rail, to make the most of those investments in keeping with the principles of subarea equity (i.e. Utilizing local tax revenues for transportation programs and services that benefit the residents and businesses of a subarea generally in proportion to the level of revenues contributed by that subarea). The following projects, in order of priority, are critical to developing a more extensive and efficient transportation system that better serves the current and future needs of Bellevue, the Eastside and the region:

1. ***Complete ST2 Light Rail to Downtown Redmond.*** Bellevue strongly re-affirms its support for completing East Link light rail to Downtown Redmond as envisioned in ST2. This should be the first project designed and constructed in any ST3 funding package.

2. ***Fully Implement Bus Rapid Transit from SeaTac to Lynnwood Consistent with the I-405 Master Plan***. I-405 bus rapid transit has been partially implemented since the I-405 Master Plan was adopted in 2002. Fully implementing bus rapid transit along the entire I-405 corridor from SeaTac to Lynnwood, is an essential component for the Eastside and the region. High-quality bus rapid transit on I-405 is the north/south spine needed to connect Eastside cities with frequent, reliable transit and complement the east/west spine provided by East Link light rail.

3. ***Strategically Implement System Access Improvements.*** In order to maximize the benefits of the system, it is critical that ST3 projects include an array of access improvements such as: expanded regional park-and-ride capacity; safe and accessible bike and pedestrian connections; and opportunities for transit-oriented development, including affordable housing, within walking distance of high capacity transit stations consistent with local plans. Sound Transit should coordinate with other transit providers and WSDOT to ensure the entire high capacity transit system has adequate and strategically placed park and ride lots at the outer edges of the region to intercept trips "upstream" in highly traveled corridors.

Sound Transit should evaluate new technologies that emerge over the life of the ST3 System Plan and implement those that can improve access and increase use of the system.

4. ***Provide a High Level of Transit Connecting Eastside Cities.*** Cross-lake traffic represents only one portion of regional travel patterns. A growing proportion of trips are destined for or occurring among Eastside cities due to the growth in population and increased employment on the Eastside. One of the most important corridors to serve current and future growth is a high-capacity connection from Kirkland to Issaquah via Bellevue. Along with East Link and I-405 bus rapid transit, connecting the three regional growth centers along this corridor would add an important third high capacity transit spine to the Eastside network. Sound Transit should evaluate the cost-effectiveness of light rail, bus rapid transit, or a combination of modes that can cost-effectively connect Kirkland, Bellevue and Issaquah. The Eastside Rail Corridor offers an opportunity for serving that portion of the connection between Kirkland and Bellevue. The Bellevue College Connector should be a component of the Bellevue to Issaquah segment. Increased regional express bus service is integral to the success of ST3. Regional express service is necessary to supplement the high capacity transit component of the system and to provide interconnectivity among Eastside cities and the region.

5. ***Implement a Highly Integrated System.*** One of the core priorities of the ST3 System Plan is system integration among transit providers. Bellevue's *Transit Master Plan*, Proposed Frequent Transit Network, is a critical component to improving future mobility for the Eastside. ST3 projects must be based on close coordination among local jurisdictions and transit providers to ensure a fully integrated, multi-modal approach to optimize the effectiveness of the regional network.

6. ***Consider High Capacity Transit along the Eastside Rail Corridor.*** The Eastside Rail Corridor is a valuable regional and local asset that provides exciting opportunities for a combination of high capacity transit and regional trail facility in the same corridor connecting Kirkland and Bellevue, at a minimum, and potentially extending south to Renton and north to Woodinville. Bellevue strongly supports consideration of the corridor for high-capacity transit (i.e. light rail as well as bus rapid transit). It is important that planning for the corridor is consistent with Bellevue's 2013 Eastside Rail Corridor Interest Statement, particularly as it relates to long term implementation activities*: "Ensure affected local intersections and state highway interchanges along the corridor are carefully analyzed, planned and phased, especially where there are overlapping or competing interests for uses of the ERC right-of-way in highly constrained locations."*

7. ***Include the Bellevue College [Regional] Connector in the Next Plan.*** Bellevue appreciates the Sound Transit Board's inclusion of the 142nd Place SE transit corridor serving Bellevue College's increasing student population in the *Long Range Plan Update*. Eighty percent of the trips coming to the college originate outside of Bellevue and improving this corridor will provide significant operational reliability and travel time savings for transit. The City urges that this project be a priority in the ST3 System Plan.

8. ***Support Transit-oriented Development (TOD) Consistent with Local Plans.*** Sound Transit should partner with cities to implement TOD around light rail stations, when consistent with local plans, through strategic use of remnant property and capital investments that facilitate TOD and ridership. TOD should include affordable housing consistent with the goals of the Growing Transit Communities Partnership.

Adopted July 13, 2015
Bellevue City Council

City of Bellevue

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July 14, 2015

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: City of Bellevue Interest Statement on Sound Transit's Priority Project List for the Phase 3 (ST3) System Plan

Dear Chair Constantine and Members of the Board:

We appreciate the opportunity to comment on the draft Sound Transit Phase 3 (ST3) Priority Project List (List). The City of Bellevue has a significant interest in ensuring that future regional transportation projects maximize the investments of ST2 and meet the growing needs of the Eastside and the region. Bellevue has been engaged throughout the Long Range Plan Update process and now the ST3 System Plan development. The attached "Interest Statement" and the specific projects listed in this letter reflect the City Council's highest priorities, in order. We strongly urge the Sound Transit Board to include these priorities in the ST3 System Plan.

Bellevue's priorities acknowledge and emphasize the many interests and goals shared among Eastside cities. It is imperative that the ST3 System Plan address the needs of the Eastside in a comprehensive fashion to serve the substantial population and employment growth that is expected and to maintain the principles of subarea equity (i.e. Utilizing local tax revenues for transportation programs and services that benefit the residents and businesses of a subarea generally in proportion to the level of revenues contributed by that subarea). The ST3 System Plan must recognize that high capacity transit (HCT) connections among and between Eastside cities are as vital to the overall regional network as cross-lake connections. It is also important that future expansion of the system recognize local land use and transportation plans and conscientiously balance those with regional priorities. Finally, it is also important to note that Bellevue's priorities and interests align with all eight *core priorities* identified by the Sound Transit Board for development of the ST3 System Plan.

Following is a list of the City's priority projects to accompany the priorities in the attached interest statement. These projects are essential to maximize the investments of ST2 and to serve the future growth of the Eastside and the region. The Bellevue City Council strongly urges the Sound Transit Board to include these projects in the priority project list for further analysis and evaluation and for inclusion in the ST3 System Plan.

1. **Complete ST2 East Link LRT to Downtown Redmond (per the Record of Decision)**

2. **Fully Implement I-405 BRT from SeaTac to Lynnwood Consistent with the I-405 Master Plan**

- Alternative routing for northbound I-405 BRT that exits at I-90 to Bellevue Way SE to serve South Bellevue Station, East Main Station, and Bellevue Downtown along arterial streets before returning to I-405 via the NE 6th St direct access ramp;
- Service improvements paired with I-405 BRT related capital projects;
- Freeway-to-Freeway HOV ramps between I-405 and SR-520—south leg to east leg—in East King;
- NE 6th Street Extension in Bellevue;
- Freeway-to-Freeway HOV ramps between I-405 and I-90 to and from Issaquah in East King;
- In-line BRT station at 112th Street SE and expansion of Newport Hills Park-and-Ride in Bellevue.

3. **Strategically Implement System Access Improvements**
   - Include an elevated crossing of NE 8th Street at the Eastside Rail Corridor to provide access between Wilburton Station, located on the north side of NE 8th Street, and the Wilburton area on the south side of NE 8th Street. The crossing will serve people walking and bicycling along the planned Eastside Rail Corridor multi-use trail as well as provide access from the street level of NE 8th Street;
   - Add park-and-ride capacity to the system, including new facilities for north Sammamish and Issaquah. Increase system connectivity for light rail, bus, and automobiles through consideration of additional parking in collaboration with Bellevue and the private sector in the area between the Wilburton Station and Downtown Bellevue, including the possibility of joint layover space for Metro and Sound Transit;
   - Coordinate with Bellevue and King County to implement the three-party agreement for realignment of 120th Avenue NE to increase TOD potential at the OMSF site;
   - Evaluate and implement emerging technologies that can be applied to improve access and increase use of the system.

4. **Provide a High Level of Transit Connecting Eastside Cities**
   - Evaluate and implement cost-effective high capacity transit (e.g. light rail, bus rapid transit) connecting Kirkland to Bellevue to Issaquah;
     - Eastside Rail Corridor offers an opportunity for serving that segment from Kirkland to Bellevue;
     - Wilburton Station and the Bellevue College Connector to the I-90 corridor should be components of the Bellevue to Issaquah segment;
     - New stations constructed at Totem Lake, Kirkland Downtown, South Kirkland, Eastgate, and Issaquah.
   - Increase Regional Express Bus Service, including all-day frequent service:
     - Between Redmond and Crossroads in Bellevue with stops at Redmond Transit Center, Redmond Technology Center, Overlake Park-and-Ride, Crossroads Shopping Center, and Bellevue Transit Center. Service improvement paired with NE 6th Street extension over I-405 to connect to Bellevue Downtown Transit Center;

- Between Kirkland and Factoria in Bellevue with stops at Kirkland Transit Center, Houghton Park-and-Ride, Redmond Technology Center, Eastgate Park-and-Ride, and Factoria Boulevard. Service paired with Bellevue College Connector;
- Between Eastgate and UW Station with stops at Bellevue College, Bellevue Transit Center, Yarrow Point Freeway Station, Evergreen Point Freeway Station, Montlake Interchange, and UW Station. Service improvement paired with Bellevue College Connector and NE 6th Street extension over I-405 to connect to Bellevue Transit Center;
- Between Issaquah and Mercer Island with stops at Issaquah Highlands Park-and-Ride, Issaquah Transit Center, Eastgate Freeway Station – and including an alternative routing with stops at South Bellevue Station, East Main Station, and Bellevue Transit Center. This service is paired with the new park-and-ride in Issaquah.

5. **Implement a Highly Integrated System**
   - Develop integrated service plans with King County Metro consistent with Bellevue's *Transit Master Plan*;
   - Improve system access through improved connections to stations (see priority 3 above).

6. **Consider High Capacity Transit along the Eastside Rail Corridor**
   - Segment connecting Kirkland and Bellevue;
   - Light rail or bus rapid transit;
   - Preserve regional trail throughout the corridor.

7. **Include the Bellevue College [Regional] Connector Project**
   - Between the intersection of 142nd Place SE and SE 36th Street on the south end and SE 24th Street and Kelsey Creek Road on the north end. The corridor spans the length of the 142nd Pl SE Bridge over I-90 from SE 36th St to SE 32nd Street, continues north along Snoqualmie River Road to its intersection with Kelsey Creek Road, and proceeds north to SE 24th Street;
   - Snoqualmie River Road roadway surface reconstruction to support increases to frequent bus service, construct sidewalks and provide accessible bus stops and modify the 142nd Pl SE/SE 32nd St Intersection;
   - Separated off-street path connecting 145th Pl SE bikes lanes to the Mountains to Sound Greenway Trail;
   - Weather protection on 142nd Pl SE for people who use transit, walk, and bicycle;
   - College Transit Center along the corridor;
   - All-day frequent service with the increase in regional express bus service described above.

8. **Support Transit-oriented Development (TOD) Consistent with Local Plans**
   - Make remnant properties available for TOD;

- Fund capital improvements to facilitate development and ridership;
- Support affordable housing as part of TOD consistent with the goals of the Growing Transit Communities Partnership.

Bellevue will continue to be engaged in the development of the ST3 System Plan in collaboration with other Eastside cities and Sound Transit. We would welcome the opportunity to provide information during the next phase of analyzing the priority projects and developing the draft ST3 System Plan. Thank you for considering the City of Bellevue's comments. Please contact David Berg, P.E., Transportation Department Director (dberg@bellevuewa.gov, 425-452-6468) if you have any questions or want to discuss in greater detail.

Sincerely,

Claudia Balducci
Mayor

cc: Bellevue City Council
Brad Miyake, City Manager
Mike Harbour, Acting CEO, Sound Transit
Ric Ilgenfritz, Deputy Director, Sound Transit

Attachment:
- City of Bellevue Interest Statement Concerning Sound Transit's Phase 3 (ST3) System Plan

City of Bothell™

December 2, 2015

Sound Transit Board
c/o Board Administrator
Sound Transit
401 South Jackson Street
Seattle, WA 98104

RE: City of Bothell Sound Transit N-10 Corridor Investments

Dear Board Members:

As we continue to meet with and support Sound Transit staff in their development of the Priority Project List for Board review and approval, we understand that the decisions to select viable projects will be a challenging task. The Board's efforts to include and champion projects in the North Lake Washington cities and along the SR-522 Corridor are commendable. Enhancement of transit service in this region is forging ahead, as the City of Bothell continues to implement the Downtown Subarea Plan transit elements.

We recently sent Board members a summary memo of the core projects that the City of Bothell believes are necessary to complete the vision of a transit friendly and accessible community. As a reminder, those core projects include the following:

- Centrally Located Park-and-Ride in Downtown Bothell
- Transit Oriented Street with a Transit Center connecting SR-522 to UW Bothell/Cascadia Campuses
- Complete Construction of the SR-522 BAT Lanes within Bothell.

The attached summary includes the current and future financial commitments made by the City of Bothell towards those projects along the Sound Transit Project N-10 Corridor to date. Additional future funding opportunities as development occurs and as grants become available will continue to be pursued until these projects are in place.

The City of Bothell appreciates the Sound Transit Board's support of the downtown Bothell revitalization vision, and inclusion of the Bothell core projects in the ST3 Funding Package. These transit enhancement projects would represent Sound Transit's commitment to bring its share of transit access and service to this region and its residents. The City will continue to partner and coordinate with all three transit agencies serving Bothell until the facilities, service, and vision is completed as planned.

Office of the City Manager
18415 – 101st Avenue NE
Bothell, WA 98011
425.806.6100
bothellwa.gov

If you have any questions regarding the information documented herein or attached, please do not hesitate to contact me at Bob.Stowe@bothellwa.gov or (425) 806-6140.

Sincerely,

Robert S. Stowe
City Manager

Attachment: Sound Transit N-10 Corridor Investments Summary

cc: Erin Leonhart, Public Works Director
Sherman Goong, Transportation Planner

Sound Transit N-10 Corridor
Bothell Investments Summary

Funding Sources to Date (As of September 30, 2015)

Project/Location	City Funds/REET	Mitigation/Other	Other Agencies	Grants	Water Share	Sewer Share	Storm Share	Total Invested	Future Committed and In-Hand Grant	Comments
SR 522 Stage 1	2,282,992	400,000	195,984	17,131,547	340,429	152,690	0	20,503,642	0	Completed
96th Ave NE/Wayne Curve										
Crossroads - SR 522	39,249,134	1,214,286	611,080	13,085,831	787,741	430,155	0	55,378,227	0	Completed
98th Ave NE (SR 522 to Bothell Way)	0	0	0	0	10,792	10,342		1,423,632	0	
Six Oaks Contribution (Lot K)		987,709								
Horse Creek Contribution							414,789			
SR 522 Stage 2A	67,877	403,000	27,672	5,871,276	0	0	0	6,369,825	0	RMG $2,100,000 WSDOT $3,169,286 TIB $ 601,989
SR 522 Stage 2B (Design and ROW only)	256,759	0	0	199,825	0	0	0	456,584	0	
SR 522 Stage 3 (Design and ROW only)	264,061	0	0	886,989	0	0	0	1,151,050	9,060,950	
							Totals	**94,343,910**	**9,060,950**	
								GRAND TOTAL	**$103,404,860**	**Total Invested and Committed**

January 20, 2016

Dow Constantine, Board Chair
c/o Board Administrator
Sound Transit
401 S Jackson St.
Seattle, WA 98104

City of Bothell™

RE: City of Bothell Comments on Sound Transit 3 Candidate Project List

Dear Sound Transit Board Members:

Thank you for the opportunity to comment on the Sound Transit 3 (ST3) Candidate Project List, as presented to the Board on December 4, 2015. Specific comments are provided in the attachment.

Bothell is committed to creating a transit- and pedestrian-friendly downtown core. The ST Board identified "preparedness for the next phase of transit improvements" as a significant criteria for candidate projects. Bothell's investment of over $100 million in public infrastructure demonstrates our preparedness and signals our commitment. It is vital that the final ST3 package includes funds to assist Bothell in the development of the critical transit elements for our community and others in north and east King County. The City's 2015 Comprehensive Plan Update includes transit-supportive policies to ensure transit enhancement for the active mobility of all people. We believe the Candidate Project List includes the projects needed in Bothell to continue the progress on our downtown revitalization plans, in particular Projects N-10, N-09, P-03, P-04 and P-08.

The City of Bothell will continue to coordinate with Eastside cities as well as North Lake cities in the development of transit plans. We want to enhance our transit connections between downtown Bothell and the northern part of the city served by Community Transit (CT). High Capacity Transit plans with CT through their SWIFT projects are underway but terminate at Canyon Park and I-405. Completing the ST3 plans identified (E-02B Seg A) will initiate the continuation of the SWIFT program to link up with ST and King County Metro service, thus enabling more efficient citywide service. We fully encourage increasing transit service through added HCT connections as the next step towards long range light rail service (E-02B Seg A, P-03, P-04 and P-08). Our goal is that transit becomes an increasingly reliable and resourceful means of transportation for our residents and those employed or visiting here.

Sound Transit's success in the North Lake Washington region will be an important indicator for the continued support for future transit initiatives. The projected growth within the near future in Bothell and surrounding areas is a reality that must be addressed. We urge the Board to keep the projects referenced in the attachment in the final ST3 package to ensure a balanced, workable system that enjoys widespread regional support.

Sincerely,

Andrew J. Rheaume
City of Bothell Mayor

cc: Kathy Leotta, Sound Transit Senior Transportation Planner
Soundtransit3@soundtransit.org
emailtheboard@soundtransit.org
boardadministration@soundtransit.org

Public Works Department
18415 - 101st Avenue NE
Bothell, WA 98011
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The City of Bothell appreciates the inclusion of the following projects in the Candidate Project List and strongly supports them for the Final System Plan and ST3 ballot measure.

Project N-10 – BRT on SR 522 to the Vicinity of UW Bothell

- 300 space park-and-ride facility and transit center in downtown Bothell
- Construction of the remaining BAT lanes along SR 522 between Downtown Bothell and the west city limits including sidewalk upgrades.

Project N-09a/N-09b – 145th St & SR 522 Bus Rapid Transit

- BRT on SR-523/NE 145th Street to connect to I-5 Link Station

Project E-02B-SEGA Lynnwood Transit Center to Bellevue Transit Center (Intensive Capital Option)

- Parking garage and BRT station at Bothell's Canyon Park regional growth center
- BRT station at UW Bothell/NE 195th Street
- Parking garage, BRT station, and direct access ramps at Brickyard Road

Projects P-03, P-04, and P-08

- HCT Study: Access and Connection on NE 145th Street from SR 522 to Link Light Rail (P-03)
- HCT Study: Northern Lake Washington Crossing (P-04)
- HCT Study: Light Rail on SR 522 (P-08)

We believe the Candidate Project List includes the projects needed in Bothell to continue the progress on our downtown revitalization plans. Specific comments on Project N-10 are:

- Please include roadway improvements along the designated NE 185th Street transit corridor to upgrade the corridor to adequate pedestrian and transit standards;
- A $5 million allotment approved in the previous ST2 package was identified as a key attribute in Project N-10 to assist Bothell towards the initial siting or development of a new parking garage centrally located in the downtown area. This funding alone is insufficient to construct a parking garage. The City is evaluating siting options and working with developers to possibly supplement their development if they include parking for transit use; and,
- The City of Bothell projects warrant funding early in the program given the design effort underway and the developments projected within the next three to five years. Bothell's SR 522 Stage 3 Project includes the BAT lanes identified in Project N-10 above and will be ready for construction by 2017. The completed design and right of way acquisitions will initiate the time limitations required for the City to begin construction due to funding obligations. This project along with our downtown park and ride and transit corridor enhancements would be an early show of success for the implementation of ST3 funding and plans. This win-win benefit will be important to give voters confidence that the ST plans should be supported.

The regional high capacity transit (HCT) and light rail connectivity plans and studies on SR 522 and I-405 are supported by the City of Bothell as a solution to the region's rapidly

increasing congestion. Bothell's location at the center of three major highway corridors suggests that coordinated HCT improvement projects between adjacent jurisdiction regional growth centers will be vital in providing regional transit access for the community and the UW Bothell/Cascadia College campus. This is addressed and supported through all projects listed above and therefore needs to remain on the final ST3 funding package moving forward.

Burien
Washington, USA

City of Burien
400 SW 152nd St., Suite 300, Burien, WA 98166-1911
Phone: (206) 241-4647 • Fax: (206) 248-5539
www.burienwa.gov

The Honorable Dow Constantine, Chair
Sound Transit Board of Directors
401 South Jackson Street
Seattle, WA 98104

January 15, 2016

RE: Sound Transit 3 Candidate Projects

Dear Executive Constantine and Board Members:

Thank you for the opportunity to comment on the list of Sound Transit 3 candidate projects affecting the City of Burien and our surrounding region. The Sound Transit Board's decisions in the coming months are critically important for our region. Our City Council speaks with one voice on this important subject.

- It is critically important to Burien that a **Light Rail Transit (LRT) connection from Burien to Sea-Tac Airport and to West Seattle be included on the ST3 list** of projects presented for voter approval in November, 2016. We support the proposed LRT Project C-13 between Burien, White Center, and West Seattle ultimately linking to downtown Seattle, but **Project C-13 should also connect to Sea-Tac Airport**, thus completing the loop and maximizing overall value.

- **Bus Rapid Transit (BRT) project E-02 should terminate in Burien**, not Angle Lake. This would allow for better connections from both West Seattle and the eastside region to Sea-Tac Airport, would take advantage of the existing Burien Transit Center, and would be consistent with Sound Transit's adopted Long Range Plan. A seamless connection from Tukwila International Boulevard Station to the airport will also be critical for travelers and workers.

We believe our recommendations meet Sound Transit's adopted evaluation criteria by serving diverse and lower income communities, connecting designated growth centers to the spine, improving system integration and supporting transit-oriented development. New transit service is also essential to serving projected growth and demand at Sea-Tac Airport. Attached are additional points for your consideration.

We are excited by the opportunity that ST3 offers, and we appreciate your service on the Board. If you have questions, please contact Burien City Manager Kamuron Gurol at 206-248-5503.

Sincerely,

Lucy Krakowiak
Mayor

CC: Sound Transit Board
Burien City Council

Burien Comments to the Sound Transit Board

In previous correspondence, Burien has conveyed the need to connect to Sea-Tac Airport and to West Seattle / Downtown Seattle via LRT. Here are additional reasons why this is so important:

1. *Unprecedented growth at Sea-Tac Airport and worsening congestion*

The ST3 opportunity is our chance to build the infrastructure we need to serve the unprecedented growth projected at Sea-Tac Airport. From the Port's Sustainable Airport Master Plan, we know that:

- Sea-Tac Airport continues to be the fastest-growing airport in the nation.
- Annual airport passengers are projected to increase by more than 75% from today to 2034.
- The Port anticipates spending more than $10 Billion to accommodate this growth and expects airport-related commerce and jobs, and transportation demands, to grow proportionately.

We appreciate the Board thoroughly considering this in finalizing the list of ST3 projects.

2. *Gateway project on SR 509 will impact workers and travelers*

With the new Puget Sound Gateway project, WSDOT will complete SR 509 southward to I-5. While this benefits freight traffic, it will also fundamentally change the function of this important transportation corridor. Many more large trucks will significantly reduce the reliability of commuter travel to and from employment centers in the Duwamish Industrial area, SODO and downtown Seattle, including those who currently ride the bus lines that serve this corridor. Airport workers, travelers, and commuters will need alternatives to SR 509 for travel between downtown Seattle and the Airport, and Burien commuters will need transportation alternatives to reach job centers throughout the Seattle metropolitan area. Again, ST3 offers a genuine opportunity to anticipate and respond to these impacts with reliable and clean LRT and BRT modes.

3. *Bus Rapid Transit – another piece of the puzzle*

The candidate project templates also evaluate the BRT mode of transit. Burien agrees that BRT is an important component of the ST3 package. Because Burien needs both a connection to the airport and to the I-405 corridor, Project E-02 must terminate in Burien. New BRT service along this corridor, in combination with LRT, offers solutions to the increasing travel challenges throughout our region. A seamless connection from Tukwila International Boulevard Station to the airport, specifically between BRT and LRT, will be critical for travelers and workers.

4. *Serving a diverse and growing community*

Burien ranks among the most ethnically and socioeconomically diverse cities in the region. Nearly one-fifth of our residents classify as low-income. A growing population which includes seniors will rely more heavily on transit than ever before. Already, Burien contributes over $6 Million per year to fund Sound Transit. To fulfill our role in accommodating growth and in anticipation of future LRT and BRT service, Burien is actively building a walkable, dense downtown core complete with a centrally-located transit center. Public infrastructure projects here will leverage other private investments to bring genuine, positive benefits to a wide range of existing and future residents and to our region as a whole.

City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.; (206) 824-6024 FAX:(206) 870-6540

January 19, 2016

Sound Transit Board
Attn: Sound Transit 3
401 S. Jackson St
Seattle, WA 98104-2826

The City of Des Moines is writing to provide requested input on the scope of the candidate ST3 projects of interest to our City. We understand that this input will help further refine ST's draft system plan for public comment and review this coming spring.

We remain fully supportive of Sound Transit's long standing policy of sub-area equity with respect to South King County-funded projects and strongly support first completing the voter-approved, but deferred ST2 project extending light rail from the Kent/Des Moines station opening in 2023 to Star Lake (S. 272nd St.) (S-01) as the Board's top deferred project, preferably out of existing tax levels and FTA funds, as quickly as funds can be made available.

Then we'd advocate that the light rail spine should be completed to Federal Way Transit Center (S-02) as quickly as possible along the FWLE alignment expected to be approved by the Sound Transit Board and Federal Transit Administration (FTA) in 2016. This is especially important to residents of the City of Des Moines, other FWLE corridor cities and Highline College, and other South King County residents because it improves access to jobs in the urban and job centers at Sea-Tac International Airport, Seattle, and University of Washington, but equally important, to job centers in Federal Way and further south to Tacoma and Pierce County. It will also help accelerate transit oriented development near the new light rail stations in South King County.

During the City's participation in FWLE planning, two of the potential regional ST3 projects have become especially important to supplement existing project funding. R-05: System Access Program providing enhanced funding for pedestrian and bicycle access, bicycle parking and transit service, and R-07: Transit-Oriented Development providing TOD support beyond the project planning phase. If the full potential of ST's substantial capital investments in light rail are to be fully realized, much more attention must be given to non-auto access to light rail stations and TOD around those stations, especially in South King County where robust local east-west transit service does not exist, and where economic development is lagging behind other parts of the County.

Extending the system south as fast as possible by using lower costing alignments and station locations (S-03) should be relatively high on the Board's priority project list because of its service benefits to moderate and low-income residents, many of which are minority. This should be a higher priority than system expansion north or east or more slowly developing an enhanced

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system with more stations because of the demographic populations served. Such an approach would also be better supported by voters looking to make the most cost effective use of their tax dollars. Planning and environmental analysis of alternative alignments and station locations should be completed to extend South Corridor light rail to the Tacoma Dome Station and then further south to Tacoma Mall so that system extension south of Federal Way would be environmentally and FTA approved thereby enabling construction as soon as funds became available and allowing cities along the corridor to do supportive land use planning.

Sounder station service, train platform, parking and access enhancements in Kent and Auburn are strongly supported (S-06, S-07, S-08, S-09 and S-10). Kent Sounder Station improvements would be of most benefit to the City of Des Moines.

The City recommends the following potential High Capacity Transit Planning studies receive high priority:

1. P-05: Light Rail Extending from West Seattle to Burien and SeaTac Airport Station.
2. P-06Light Rail Directly Linking Burien to Tukwila and Renton

Once link light rail is connected to Tacoma, infill light rail stations along the FWLE alignment and other enhancements supporting the existing system should be studied.

We again stress the need for supporting system expansion to support the ST HCT system as it expands, and request that we be fully included in the planning for support system facilities because of their potential impacts on our land uses. Early decisions reserving land for these uses will be important for the cities expected to host these facilities. The Board should also consider how potential host cities already support or are impacted by regional airports and other HCT facilities.

The City of Des Moines and its elected leaders remain fully committed to continue to work with Sound Transit staff and the Board to refine a Sound Transit 3 proposal that meets the needs of all affected agencies and the public we serve, provides proportional and substantiated benefits to our South King County citizens based on their financial contributions, and one which voters will approve in November 2016.

Very truly yours,

Matt Pina, Mayor
City of Des Moines

Cc: Des Moines City Council
Tony Piasecki, City Manager
Dan Brewer, Planning, Building and Public Works Director

Inc. 1890

CITY OF EDMONDS

CITY HALL • THIRD FLOOR
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OFFICE OF THE MAYOR

DAVE EARLING
MAYOR

January 20, 2016

Sound Transit Board
C/O Dow Constantine, Chair
401 S. Jackson Street
Seattle, WA 98104-2826

Re: City of Edmonds Comments on Sound Transit 3 (ST3) Candidate Projects

Dear Sound Transit Board:

Thank you for identifying a range of ST3 candidate projects and seeking local government input on them. Our city sees well-planned regional transit as an important part of meeting transportation needs. We have reviewed the ST3 candidate projects most relevant to our city and have the following comments.

Alignment to Everett:
Three options were identified for a light rail corridor alignment between Lynnwood and Everett. Our city supports Option 1, which brings the alignment through the industrial area, where a large employment base exists. Serving this large employment base with light rail will help reduce future road congestion in our region. We think many voters will also see the appeal of Option 1 for future funding. (Note: The Edmonds City Council President and I have submitted a separate letter on just this topic.)

N-03 Edmonds Permanent Station:
This project was deferred from ST2 because design and funding issues have not been resolved for doing this project in conjunction with a WSDOT multimodal facility that could include a new ferry terminal. We think the permanent station and parking facility should stay on the ST3 list, at least until more is known about ferry access opportunities. Meanwhile, an open air station and some surface parking is serving the site.

N-05 Infill Light Rail Station @220th Street (Lynnwood Link):
We recognize that funding is tight. However, it would be good to ensure at least the possibility that a future station can be built at this location. A station here would serve not only the employment base in the immediate vicinity but also could serve users of Swedish Hospital and other medical facilities, as well as residents of Edmonds seeking to go north or south via light rail. Again, having the alignment properly designed for this potential can be done under ST3, even if the station itself is not part of the current ST3 package.

N-06 Mountlake Terrace Parking Garage:
An additional parking garage at the future 236th Street light rail station site could be useful for riders outside the immediate area of the station, including from Edmonds. Of course, another option is to partner with other agencies to ensure frequent and convenient east-west bus connections to the station. Alternative options include: a smaller size park-and-ride garage; a mixed use garage that attracts more riders; or a partnership that provides satellite parking. With the new roadway access between Edmonds and Mountlake Terrace under construction, many Edmonds residents will want to take light rail from this station. They will benefit from either additional parking at (or near) the station or much better east/west bus connections.

Thank you for your consideration.

Regards,

David O. Earling
Mayor

CC: Edmonds City Council
Shane Hope, Edmonds Development Services Director

CITY OF EDMONDS

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OFFICE OF THE MAYOR

DAVE EARLING
MAYOR

Inc. 1890

January 20, 2016

Sound Transit Board of Directors
Sound Transit
401 S Jackson Street
Seattle, WA 98104

Subject: Sound Transit Extension to Everett

Honorable Chair Constantine and Sound Transit Board Members:

As you know, light rail service to Everett has been an underlying goal of the original Regional Transit Authority (RTA) and ultimately Sound Transit since 1994, when the RTA passed a resolution stating that, following Sound Move Phase I, "priority shall be given in subsequent phases to linking the four major centers of Everett, Seattle, Tacoma and Bellevue." That resolution further stated that "extension of light rail service to Everett shall be a first priority in Phase II."

As the ST Board further reviews and refines the project list, including crucial light rail alignments, to be put to the voters in November, it is vital that the most advantageous alignment to Everett be chosen.

As Mayor and City Council, on behalf of the City of Edmonds, we wish to state that in our community, as well as throughout South Snohomish County, the overwhelming consensus has coalesced behind a preferred alignment to Everett via the Paine Field industrial area. Alignment through that area would serve a large employment base, thereby maximizing the effect of curbing regional traffic congestion. In short, this alignment meets all of the regional needs and the Sound Transit Board's core priorities.

We truly believe that this alignment will serve the greatest number of future users and, thereby, have the greatest potential to garner support at the ballot box.

Thank you for your deliberation over this important issue and for taking the time to consider community input such as ours.

Sincerely,

David O. Earling
Mayor

Kristiana Johnson
Council President

OFFICE OF THE MAYOR

Ray Stephanson
Mayor

January 19, 2016

Hon. Dow Constantine
Sound Transit Board of Directors
c/o Board Administrator
401 Jackson Street
Seattle, WA 98104

RE: Light Rail Alignment and Station Locations from Lynnwood to Everett in ST3

Dear Chairman Constantine:

The decisions concerning the light rail alignment and station locations for Sound Transit Phase 3, which will extend the light rail system from Lynnwood to Everett, are critical in implementing the regional vision and connecting the regionally designated growth centers within the Sound Transit district. I would like to offer the City of Everett's recommendations as the Board of Directors considers how to structure the plan for ST3 in preparation for a November, 2016 ballot.

1. The light rail transit (LRT) system must serve the SW Everett Manufacturing and Industrial Center (MIC). The City of Everett advocates for a revised Option 1 which we will describe in this letter.

2. The ST3 candidate projects show 3 options, for which Sound Transit has prepared preliminary estimates of cost, ridership, travel times and other data. The most significant difference shown in the graphic with the release date of 12-04-15 is in the line "Connection to PSRC-Designated Regional Centers. Only Option 1, Via SW Everett Industrial Center, connects 3 regional centers, while the other two options only connect 2 centers. Options 2 and 3 fail to connect to the largest job center, and the only MIC, in Snohomish County.

3. Transportation infrastructure investments are the most effective way to support the desired regional growth strategy, which is based upon concentrating growth in regionally designated growth centers. Any alignment that fails to serve the SW Everett MIC is a failure in that it a) is inconsistent with the Vision 2040 Regional Growth Strategy (RGS); and b) reinforces the status quo land use and commute patterns.

CITY OF EVERETT • 2930 Wetmore Ave., Suite 10A • Everett, WA 98201 • 425-257-8700 • Fax 425-257-8729

4. The RGS designates the SW Everett MIC for substantial job growth in order to provide increased opportunity for economic development and employment growth in Snohomish County. In order to affect this shift in growth as called for by the RGS, the light rail transit investment must support the land use priorities with an alignment and station locations that create a fundamental shift in current land use patterns and commuter behavior.

5. As depicted on the graphic comparing the three options, Option 1 has the greatest ridership and serves the greatest number of employees among the three options. It also has the longest travel time to Lynnwood, especially in comparison to Option 3. We have some skepticism about the estimated ridership levels among all three alternatives being nearly identical. The Lynnwood to Everett HCT study showed Option 3 as having only 35,000 to 43,000 riders. How did this alignment's ridership grow by 7,000 to 13,000 additional projected riders? Assuming that the revised ridership numbers are based on tolling I-5, and the increased ridership estimate is accurate, it is critical to consider which centers and which commuters are served by Option 1 (Via SW Everett Industrial Center) and Option 3 (Via I-5), and which option is more supportive of the RGS.

6. If the revised Option 3 ridership numbers now are only slightly lower than Option 1, without serving SW Everett, how can the ridership numbers be so close? If the numbers are accurate, it appears that there is a greater number of commuters accessing the light rail system in Everett to travel south outside Everett to employment in Seattle. Option 3 appears to be just a continuation of existing travel behaviors, reinforcing existing land use patterns. Option 3 will serve residents north and east of Everett (and outside of the Sound Transit district), who will park their cars in Everett, and commute to jobs in Seattle (which does not benefit economic development and job growth in Everett). This means that Everett's regional function within the LRT system is as a park and ride facility for commuters who reside largely outside the RTA district. This option does not support growth or density goals in Everett, or fundamentally change commute patterns from those that exist today.

7. Option 1 traverses industrial land in the SW Everett MIC / Paine Field area where appropriately zoned land exists to site an operations and maintenance base. The other Options do not serve industrial areas with appropriately zoned land for this facility.

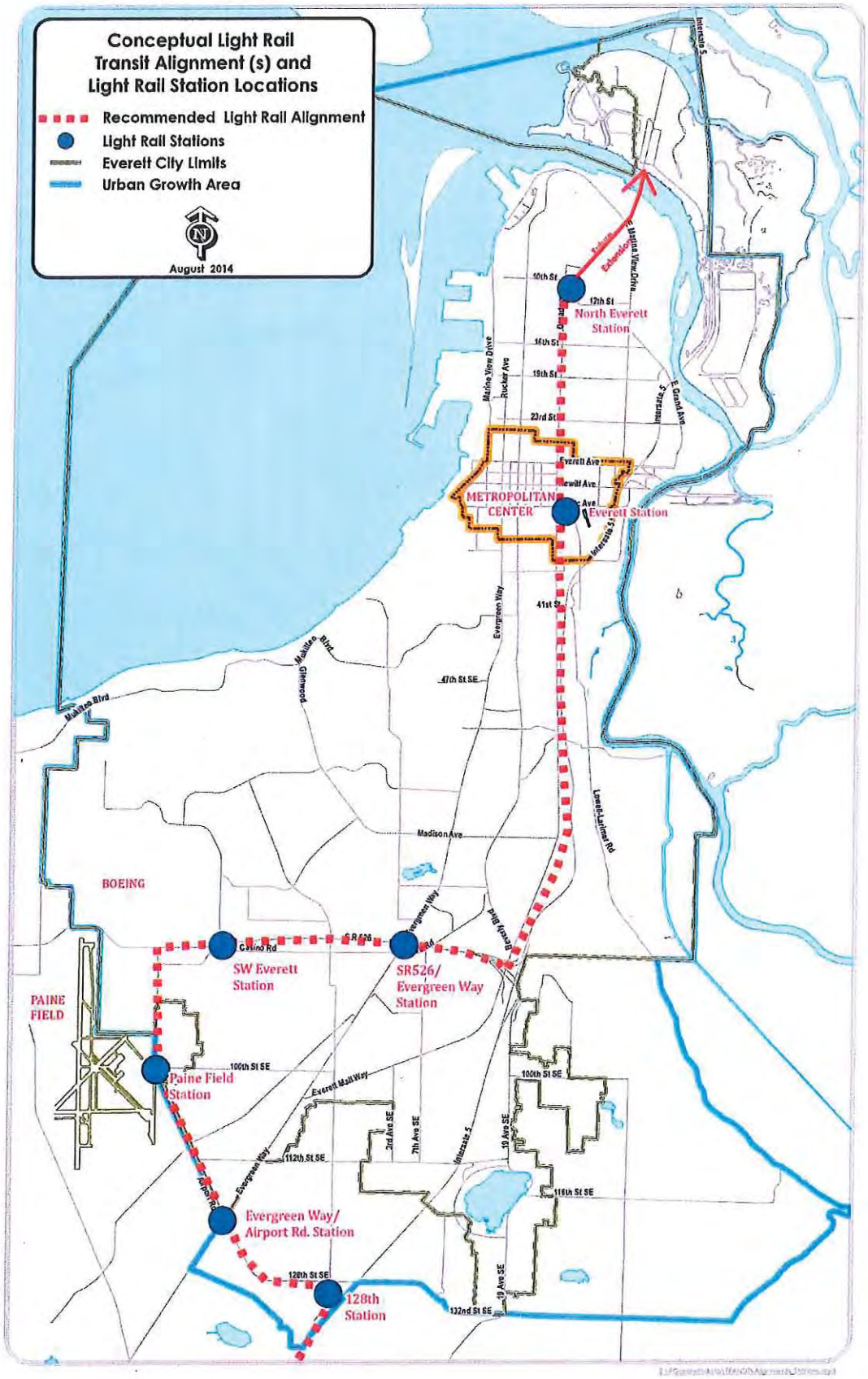
8. A station in the vicinity of the Everett Boeing plant, as indicated by Candidate Project N-02a, is critical to the support of Boeing and aerospace development and employment growth. Two critical details that we assume will be part of the more detailed planning process include: a) a convenient pedestrian connection from the station, which appears to be located on the south side of SR 526, across the highway to the Boeing plant site; and

b) facilities for local transit access for riders to change modes in order to access other employment areas within the SW Everett MIC. The convenience for pedestrian and transit access to the LRT station will be critical to maximize ridership for this station area. There are currently 20,000 employees working in the Boeing assembly plant and an additional 6,000 in the office towers located at 75th Street and Seaway Boulevard.

9. The City of Everett opposes an alignment in the Evergreen Way corridor. In our recent Evergreen Way Corridor Revitalization Plan process, the City and stakeholders determined that locating a light rail alignment in this corridor will have disruptive impacts to the business interests in this corridor. Also, the opportunities for transit-oriented redevelopment within the Evergreen Way corridor north of SR 526 are fairly limited by well-established neighborhood land use patterns. This corridor is already served by frequent Swift Bus Rapid Transit (BRT) and Everett Transit local bus service. Our preferred alignment will have a station located at two intersections with Evergreen Way (at Airport Road, and at SR 526) where access between the BRT, local, and LRT modes can be provided.

10. Instead of an alignment that uses Evergreen Way as indicated by Candidate Projects N-02a and N-02b, our preferred alignment is identical to N-02a north from Lynnwood up to the point where it reaches Evergreen Way. Rather than turning north on Evergreen Way, we would realign the route to continue east from a station located at Evergreen Way and SR 526, along SR 526 to the vicinity of south Broadway. From there it would turn north and follow either south Broadway or I-5, whichever is more cost effective and minimizes impacts to neighborhoods, up to the 41st Street interchange. Rather than following I-5 north of 41st Street, it would follow the Broadway corridor up to the vicinity of Everett Station. The map on page 4 of this letter illustrates this concept.

11. In our recent conversations with Sound Transit staff and consultants, it is clear that the top priority for refining the alternatives is to reduce capital and operational costs. We believe the alignment described above reduces cost in the development of stations by eliminating two stations each identified in Candidate Projects N-02a and N-02b. These include a station on Evergreen Way in each option, and a station on Pacific Avenue for each option. Our preferred alignment would also eliminate the option that would route the LRT up Rucker Avenue to Pacific Avenue, with a turn to the south to get to Everett Station.


Conceptual Light Rail Transit Alignment (s) and Light Rail Station Locations
Recommended Light Rail Alignment
Light Rail Stations
Everett City Limits
Urban Growth Area
August 2014
North Everett Station
METROPOLITAN CENTER
Everett Station
SW Everett Station
SR526/ Evergreen Way Station
Paine Field Station
Evergreen Way/ Airport Rd. Station
128th Station
BOEING
PAINE FIELD
Future Extension
Interstate 5
Maine View Drive
Rucker Ave
E Grand Ave
Everett Ave
Hewitt Ave
Evergreen Way
Madison Ave
Lowell-Larimer Rd
Broadway Blvd
Glenwood
Hoyt Ave
Casino Rd
SR 526
Everett Mall Way
100th St SE
112th St SE
116th St SE
128th St SE
132nd St SE
Airport Rd
3rd Ave SE
7th Ave SE
10 Ave SE
19 Ave SE
10th St
12th St
16th St
19th St
22nd St
41st St
47th St SE

12. Everett does not support the Evergreen Way – Rucker Avenue alignment for another important transportation-based reason. Rucker Avenue between 41st Street and Pacific Avenue is part of the planned freight access route from Interstate 5 to the Port of Everett. This corridor will be used to transport large freight transport vehicles and oversize loads from the port to Boeing and other destinations. An elevated or at-grade light rail facility in this corridor would undoubtedly present conflicts with critical freight movements.

13. After a field visit with ST staff and consultants, we suggest that the northbound approach to Everett Station be in the Broadway corridor, between Broadway and Everett Station in the vicinity of Pacific Avenue (either north or south of Pacific), where it would serve both the Everett Station and downtown Everett more effectively. We understand that this recommended location for a light rail terminal will not require a change in the Candidate Project list or description. However, the alignment is different than the options for N-02a and N-02b. This northbound alignment on Broadway positions the light rail to continue north on Broadway to north Everett, in the college district, via Candidate Project N-01.

14. We understand that the total revenue available for the ST3 ballot measure is dependent on the length of time selected for the finance package. We recommend a finance package that is large enough to complete the system and robust enough to build a complete system that includes the extension represented by Candidate Project N-01. Everett supports a finance package that completes the regional high capacity transit system for the areas within the current district boundaries. The inclusion of Candidate Project N-01 will position Sound Transit for a future expansion of the system and district beyond Everett in a future expansion, which will be necessary by the time the light rail system is extended to Everett in ST3.

15. Candidate Project N-01 should be included in the plan presented to voters because it will serve a regionally important educational center (Washington State University, Everett Community College) and regional medical center (Providence Regional Medical Center Everett). These growing institutions serve thousands of students and patients, and employ close to 4,000 workers. These numbers will continue to grow by the time LRT reaches Everett, and the inclusion of Candidate Project N-01 will greatly improve access to higher education, medical services and employment.

16. A station at Paine Field in the vicinity of 100th Street SW will become increasingly important as aerospace related businesses grow and flight operations increase, including the likelihood of commercial passenger flights from Paine Field in the future. If a station is not included at this location as a part of ST3, it is critical that ST3 adequately plan for, anticipate, and facilitate the addition of a future station at this location.

17. We do not support a construction of a parking facility in the vicinity of Evergreen Way and Airport Road.

We appreciate your consideration of these recommendations. With the Vision 2040 growth expectations for Everett as the metropolitan center for Snohomish County, we believe including our recommendations in the refined version of the ST3 package of projects is necessary to fulfill the regional vision. Options 2 and 3 fail to support the SW Everett MIC. The Option 2 alignment within Everett is already served by frequent Swift BRT and Everett Transit local bus service. Option 3 fails to support Everett's and Snohomish County's economic and employment growth goals. Only Option 1, with the modifications recommended herein, implements the regional growth consistent with Vision 2040.

Sincerely,

Ray Stephanson, Mayor

Cc: Everett City Council
Paul Roberts, Vice Chair Sound Transit Board of Directors
Dave Somers, Snohomish County Executive and member ST Board of Directors
Dave Earling, Mayor of Edmonds and member ST Board of Directors

RECEIVED
JAN 11 2016
SOUND TRANSIT
BOARD ADMINISTRATION OFFICE

Jim Ferrell, Mayor

January 5, 2016

Dow Constantine, Board Chair
Sound Transit
401 S Jackson St.
Seattle, WA 98104

Re: Comments on ST3

Dear Chair Constantine:

Thank you for the opportunity to comment on the projects to be proposed for ST3. The City of Federal Way is excited about the potential for ST3 to augment our efforts to develop a vibrant City Center. We appreciate the responsiveness of your staff and their creativity in addressing our concerns, particularly through the Federal Way Link Extension environmental process.

The City of Federal Way strongly supports completion of those projects that had been committed to ST2, and therefore urges that the highest priority should be extension of Link light rail to at least S 272nd Street (Project S-01). The next priority would be Link extension to the Federal Way Transit Center (Project S-02), followed by extension to Tacoma. We continue to prefer an I-5 alignment through Federal Way (Project S-03-SegA), though we would defer to Milton, Fife, and Tacoma for exact alignment and station locations in those cities. Completion of the light rail spine should be the highest priority in the South King subarea.

The City also supports efforts to manage demand for parking at Sound Transit facilities, which may include a variety of schemes, but could also include support of feeder transit service from local providers, particularly from under-utilized park-and-ride lots at S 320th Street and Twin Lakes.

If you have any questions, please feel free to call me at (253) 835-2402.

Sincerely,

Jim Ferrell,
Mayor

cc: City Council (7)
Marwan Salloum, PE, Public Works Director
Michael Morales, Community Development Director
Rick Perez, P.E., City Traffic Engineer
Isaac Conlen, Planning Manager
Day File (do not include enclosures)

January 21, 2016

Sound Transit Board
Union Station
401 South Jackson, St.
Seattle, WA 98104-2826

Honorable Sound Transit Board members:

The City of Fife remains committed to provide any support we can to help place the ST3 ballot measure before the voters in November 2016. The City Council and our staff are committed to work shoulder to shoulder with the Transit Board to support the measure.

On January 19, 2015 your staff, Chelsea Levy and Eric Chipps, provided an exemplary presentation on the status of ST3 and answered many questions on the Federal Way to Tacoma Dome spin extension. The purpose of this correspondence is to provide supportive comments and our strong preferences as you deliberate and move forward. In summary, the City of Fife requests that the Sound Transit Board:

- **Include project S-04 in the ballot measure**: *"That would extend light rail from the Federal Way Transit Center area to Tacoma Dome Station generally following SR 99 in a primarily elevated profile or with a mix of elevated and at-grade sections."*
- **Support the station in Fife:** consistent with our Comprehensive Plan and all the best practices for Transit Oriented Development
- **Partner with the Puyallup Tribe of Indians**: and all the citizens in Fife to further enhance the quality of life for all our citizens and business.
- **Enhance agency collaboration**: immediately to ensure that the WSDOT direction for "practical design" is initiated into Puyallup River crossings and SR167 Gateway extension to fully realize to the maximum extent possible:
    - Environmental protection;
    - Cost efficient savings for engineering and construction; and
    - Streamlined public process for planning and permitting.

As we have discussed, this needed light rail project is consistent with our Comprehensive Plan calling for a new "Fife City Center" (Regional Center). The Light Rail is also consistent with each of our 2015/16 Council goals to:

- Proactively promote the future of the City through completion of the City Center vision process and supporting documentation.

- Design and implement with key stakeholders, a transportation system that brings people together, encourages people oriented development while assuring the smooth flow of commerce by;
  - Assuring that transportation solutions consider long-term impacts on quality of life in a comprehensive manner.
  - Focusing capital expenditures on community connectivity, putting a priority on those projects which serve to fill the gaps in the network.
  - Identify and implement a cross railroad right-of-way connector solution.
- Foster a style of government that proactively engages the public; is transparent and easily accessible.
- Maintain and enhance levels of service through efficiencies and partnerships.
- Promote Intergovernmental Cooperation in Regional Planning and other areas of common interest.

Thank you for the opportunity to comment on the work that has been completed. Again, the City of Fife remains committed to provide any support we can to help place the ST3 ballot measure before the voters in November 2016.

Sincerely,

Winston Marsh
Mayor
City of Fife

cc: Bill Sterud, Chairman Puyallup Tribal Council, 3009 E. Portland Ave., Tacoma, WA 98404
Marilyn Strickland, Mayor City of Tacoma, 747 Market St., 12th Floor, Tacoma, WA 98402
Lynn Peterson, Director WSDOT, POB 47370, Olympia, WA 98504-7370

CITY OF
ISSAQUAH
WASHINGTON

City Council
130 E. Sunset Way | P.O. Box 1307
Issaquah, WA 98027
425-837-3000

issaquahwa.gov

Jan. 19, 2016

Chair Dow Constantine and Sound Transit Board
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Chairman Constantine and the Sound Transit Board:

Thank you for the opportunity to provide feedback on Sound Transit's candidate projects for a potential ST3 ballot measure.

We greatly appreciate your planning efforts to meet our region's rapidly-growing mobility demands, and are excited for the year and decades ahead.

Here in Issaquah, we are tackling growth challenges head on. Our Central Issaquah Plan will transform Issaquah's 1,100-acre commercial core, which surrounds Interstate 90, into an urban area that meets our goals for environmental protection, jobs, housing and rapid transit.

In addition, the Puget Sound Regional Council's (PRSC) Executive Board recently approved Issaquah's application for a regional growth center designation in our central area.

To ensure its success, Issaquah's new urban growth center requires frequent and consistent transit service.

We request that the Board fully fund the following candidate projects in and near Issaquah:

- E-03: Build light rail from Kirkland/Totem Lake to Issaquah via Bellevue.
    - Build a new structured parking facility in Central Issaquah that includes at least 1,000 stalls, as well as 500 stalls at a new facility in Lakemont.
    - Ensure alignment is consistent with the Central Issaquah Plan.
- R-01: Enhance ST Express service.
    - We understand Sound Transit is still developing a plan for enhanced ST Express service. Please include additional express bus service along the I-90 corridor (Issaquah to Bellevue/Mercer Island) in the final package.
- E-05: Build a new park-and-ride facility in north Sammamish.
- P-02: Perform a HCT study from the Issaquah Highlands to Overlake via Sammamish/Redmond.

We also strongly advocate for the following Eastside projects, as detailed in the Eastside cities' joint ST3 candidate projects comment letter dated Jan. 19, 2016:

- E-01: Extend East Link to downtown Redmond.
- E-02: Fully implement Bus Rapid Transit (BRT) on I-405.
- E-04: In lieu of the proposed North 8th Street HOV direct access ramps in Renton, provide a new transit center and parking garage at Rainier Avenue South and South Grady Way.
- N-09 and N-10: Build BRT on 145th Street and SR 522 to connect with North Link.

In addition, we urge Sound Transit to:

- Focus on non-motorized station access improvements, such as pedestrian and bicycle facilities.
- Leverage transit-oriented development opportunities.
- Ensure integration with local bus service, regional express service, bus-rapid transit, light rail and King County Metro's service.
- Work closely with the PRSC to ensure Sound Transit has the most current growth estimates when calculating ridership numbers for the candidate projects.

Issaquah supports a long-range plan that ensures full funding of light rail from Kirkland/Totem Lake to Issaquah, as well as enables Sound Transit to develop a broader package that meets the needs of the entire region.

We look forward to working with you as our community plans for growth – and mobility – in the decades ahead.

Sincerely,

Fred Butler
Mayor

Stacy Goodman
Council President

Mary Lou Pauly
Deputy Council President

Eileen Barber
Council Member

Tola Marts
Council Member

Bill Ramos
Council Member

Jennifer Sutton
Council Member

Paul Winterstein
Council Member

RESOLUTION NO. 2016-02

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ISSAQUAH, WASHINGTON PROVIDING INPUT TO THE SOUND TRANSIT BOARD ON SOUND TRANSIT 3 CANDIDATE PROJECTS.

WHEREAS, Sound Transit plans, builds and operates express bus, light rail and commuter train services serving the urban areas of King, Pierce and Snohomish counties; and

WHEREAS, Sound Transit is governed by an 18-member Board of Directors who are mostly local mayors and city and county council members; and

WHEREAS, the City of Issaquah is strongly committed to supporting such improvements that provide regional transportation capacity to address existing and future growth in population, jobs and travel demand; and

WHEREAS, Sound Transit is crafting a ballot measure that voters could consider as early as November 2016 building upon the existing mass transit system of light rail, commuter rail and bus services; and

WHEREAS, the Sound Transit Board seeks input on the scope of its technical reports developed for the ST3 candidate projects; and

WHEREAS, the cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Bothell share interests in the Sound Transit Phase 3 (ST3) System Plan.

NOW, THEREFORE, BE IT RESOLVED that the City of Issaquah supports the attached Eastside cities joint comment letter and City of Issaquah letter to the Sound Transit Board as substantially written.

PASSED by the City Council this 19th day of January, 2016.

STACY GOODMAN, COUNCIL PRESIDENT

APPROVED by the Mayor this 19th day of January, 2016.

FRED BUTLER, MAYOR

ATTEST:

TISHA GIESER, DEPUTY CITY CLERK

APPROVED AS TO FORM:

OFFICE OF THE CITY ATTORNEY

RESOLUTION NO: 2016-02
AGENDA BILL NO: AB 7117
DATE PASSED: 1/19/16

City Of Kenmore, Washington

January 21, 2016

Chairman Dow Constantine and Sound Transit Board
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Chairman Constantine and Members of the Board:

On behalf of the City of Kenmore, I am writing to acknowledge proposed projects N-09, N-10, and P-08 as system plan candidates for Sound Transit 3. We are thrilled to see these projects listed with the detailed information provided by your team.

The following transit projects are critical for the SR 522/523 corridor as growth and congestion continues in the North Lake part of the region:

1. Bus Rapid Transit on SR 522 and NE 145th Street (SR 523)
2. Structured Parking on the SR 522 Corridor
3. Study for Future Light Rail

We are very pleased that the above requests are addressed in N-09, N-10, and P-08 and we ask that you consider the SR 522 and SR 523 projects as one joint project in your further deliberations. We strongly urge you to retain this joint project in the final ST3 system package. SR 522/NE 145th Street is a major east-west transit corridor that is key in connecting riders to the light rail spine and making the overall transit system work.

These projects make even more sense given land use planning decisions made by north King County cities. For example, Kenmore recently adopted a Transit Oriented Development District along the SR 522 corridor, opening the way for more than 70 acres of land along SR 522 to develop to higher density, transit-friendly standards.

In addition, other underdeveloped land along SR 522 is poised for higher density residential and commercial development. The 45-acre Lakepointe project, for example, is directly on SR 522 in Kenmore and under contract with a large residential developer who plans to construct approximately 1,200 high-density residential units and significant commercial development as well. Lakepointe is shown in the following image:

18120 68th Ave NE · PO Box 82607 · Kenmore, WA 98028
Office: (425) 398-8900 · Fax: (425) 481-3236 · cityhall@kenmorewa.gov ·
www.kenmorewa.gov

We also want to reiterate that Kenmore is on a major cross-lake corridor, not just for cars but for other modes of transportation—the Burke Gilman Trail, for example. These multimodal assets, combined with Kenmore's top-of-the-lake location and solid ridership market, make an even stronger case for Sound Transit investments on the SR 522/523 corridor.

The analysis of the Sound Transit 3 candidate projects is very well done, and we compliment Ric Ilgenfritz and his team for the work they've accomplished in bringing the project templates together. We offer the following additional information to the discussion:

- Ease of Non-Motorized Access – The communities surrounding the SR 522/523 corridor have made safe and comfortable non-motorized access to transit a top priority. Shoreline, Lake Forest Park, Kenmore, and Bothell's Transportation Plans all prioritize walking and biking and identify future improvements to the non-motorized network. In 2014, Kenmore convened a Citizen Committee on Pedestrian and Bicycle Safety, restriped 61st Avenue NE to provide dedicated bike lanes, and implemented a number of enhanced midblock crossings throughout the city. Kenmore's 2015 Transportation Element also includes significant enhancements to pedestrian and bicycle facilities on the West Sammamish River Bridge, Juanita Drive, and other City arterials that access the SR 522 corridor. The corridor's proximity to the Burke Gilman Trail provides convenient non-motorized access that is appealing for pedestrians and riders of all ages and abilities.

- Percent Non-Motorized Access – The Sound Transit analysis used an understandably high level measure to gauge the percent of riders using non-motorized access. The methodology focuses on intersection density and station typologies, but does not consider

the presence of the Burke Gilman Trail or the quality of pedestrian and bicycle facilities in the vicinity. Both the Burke Gilman Trail and Juanita Drive are regional cycling facilities. Both Kenmore and Kirkland are planning to make substantial improvements to Juanita Drive, such that cyclists and pedestrians will receive full separation from vehicle traffic. With regards to station typologies, we believe there are opportunities to provide enhanced stations in the emerging TODs and other high density developments in Bothell (UW Bothell and Downtown), Kenmore (TOD District and Lakepointe), and Shoreline (145th Street Station).

- Land Use and Development/TOD Potential – There are a number of planned TODs in the corridor, including UW Bothell, Downtown Bothell, Downtown Kenmore, and 145th Street Station in Shoreline. While the corridor-level averages for population and employment density are approximately 9 people and 3 employees per acre, certain areas within the corridor have densities significantly higher. For example, many of the traffic analysis zones where TOD is planned in the future are expected to have densities of over 15 people/jobs per acre, with most of that development concentrated within a half-mile walkshed of potential stations.

As outlined in the joint letter signed by the cities of Shoreline, Lake Forest Park, Kenmore, Bothell, and Woodinville, we fully support the case for projects N-09, N-10, and P-08 in the final ST3 package, including the early win, multi-jurisdiction support, grass roots support, and other key points made in the joint letter.

Again, thank you for the opportunity to comment and for all of the hard work you and your staff have put into moving Sound Transit 3 forward. Your efforts are going to make a significant positive impact to quality of life for generations to come.

Sincerely,

David Baker, Mayor
City of Kenmore

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www.kenmorewa.gov

OFFICE OF THE MAYOR
Suzette Cooke, Mayor
220 4th Avenue South
Kent, WA 98032
Fax: 253-856-6700

PHONE: 253-856-5700

January 21, 2016

Sound Transit
The Honorable Dow Constantine, Chair, & Board of Directors
401 South Jackson Street
Seattle, WA 98104

Dear Mr. Chairman and Sound Transit Board Members:

The City of Kent is pleased to provide comments to the Sound Transit Board on the Sound Transit 3 (ST3) candidate projects. Kent is the fourth largest city in the region and the sixth largest city in the state. Any ST3 package taken to the ballot must provide robust service into and out of Kent, as well as provide connections to our manufacturing employment hub that is the epicenter of the West Coast's second-largest manufacturing and distribution center.

Kent is one of the most culturally diverse cities in the state and in the nation. A number of Kent's communities, groups, and organizations see high-capacity transit as their most viable mobility alternative. For all of these reasons, Kent supports the implementation and expansion of Link light rail and improvements to Sounder commuter rail service.

Foremost, the City has a strong interest in including three high-priority Kent projects in ST3 that were deferred from Sound Transit 2 (ST2) due to the Great Recession. These include the Kent Station access improvements, platform extensions for the South Sounder stations, and the extension of Link light rail to South 272nd Street.

In particular, the Kent Sounder Station access improvements are essential to increase ridership on the South Sounder Line. Sound Transit's access improvement project includes a 450-stall parking garage and a pedestrian bridge, and could also include improvements to pedestrian and bicycle access. Existing parking near the Kent Sounder Station is full by 6 a.m. on a typical weekday, limiting the number of riders who can connect to the regional mass transit system. The Kent Sounder station is the busiest commuter rail station outside of Seattle, with over 3,000 "on" boardings and "off" loadings every day. In the next two years, Sound Transit will add daily trips to the South Sounder line, further intensifying the need for additional station access.

As for Light Rail Transit, the Kent/Des Moines to Star Lake (S. 272nd Street) project is a crucial link in our region's high-capacity transit spine, which is one of the core priorities for the ST3 system plan. Ridership, another core priority, is expected to increase by 3,000 to 5,000 transit riders per day with this expansion. This service provides an important transportation link with the Green River Valley, which contains the second-largest warehousing distribution center on the West Coast and the fourth-largest in the United States. Expanded light rail, robust ST Express bus service, and other transit feeder services will enhance Kent's significant manufacturing employment hub.

Lastly, we urge Sound Transit to continue expanding Sounder service in both directions throughout the day. Kent is encouraged by plans to add one non-peak trip to the South Sounder line, as funded by ST2. This is a great start toward meeting the needs of shift work, non-peak travel demands such as doctor's appointments, access to human service agencies and entertainment options. We must continue the momentum to address these needs, and Kent supports the additional Sounder service in the Sound Transit 3 package.

The City is pleased by the inclusion of a system access program, which would increase pedestrian and bicycle access, bicycle parking and other investments in non-motorized access. This exciting new program would not only enhance safety and public health, but also support transit-oriented development near Sound Transit stations.

We look forward to collaborating with members of the Sound Transit Board on providing services to Kent, and ask that you incorporate our recommendations into the Sound Transit 3 package in the coming months.

Sincerely,

Suzette Cooke

Suzette Cooke
Mayor

January 20, 2016

Sound Transit Board
c/o Board Administrator
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Chair Constantine and Members of the Sound Transit Board of Directors:

As in the past when Kirkland supported Sound Move and ST2, the Kirkland City Council is excited to participate and support the development of future transportation investments for our city and the region. As you asked in your December 7th letter, we have comments on the E-02, E-03 and E-06 candidate projects you are considering.

It is essential for sustainable growth in our part of the region to provide easy access to attractive, frequent, and integrated transportation options serving the Eastside as well as regional connections. Kirkland's current population is 83,460 and is expected to grow to 95,000 by 2035. Kirkland has one regional growth center in Totem Lake, and a second (our downtown) being evaluated for recognition. Transit is the key ingredient that makes these centers, and the growth management requirements, work. We have been a leader in developing jobs and housing densities that fulfill the vision of future growth. Transportation is the key to realizing the vision of sustainable growth in Kirkland.

The reality of geographic constraints requires that both the Eastside Rail Corridor (ERC) and I-405 contribute prominently to additional transportation capacity for Kirkland and the region. In Kirkland, ST3 projects must provide a highly-engaged community with effective transit along Kirkland's portion of the ERC, the Cross Kirkland Corridor (CKC). This spine of service must include integrated connectivity to our downtown, to East Link Light Rail in Bellevue, and essential connections to other transit activity centers and urban centers. Service along the CKC should also respond to community concerns about potential impacts to ensure that the CKC remains a safe, attractive, world-class regional corridor for transit, pedestrians and bicyclists.

The BRT service on I-405 (E-02) must include a key connection at 85th Street to allow efficient access to Kirkland's downtown and to employment centers in east Redmond via Kirkland for regional travel from the north. An additional I-405 access point in the southern portion of the Totem Lake Urban Center will provide for the future job and housing growth already planned and connect to Lake Washington Institute of Technology.

Below is a summary of commitments that Kirkland needs in the ST3 package. Further policy and technical comments are included as a detailed attachment to this letter.

1a. Sound Transit should combine E-03 and E-06 and fully fund construction and operation of Light Rail on the CKC/ERC from Totem Lake to Bellevue to Issaquah. However, this

combined project scope must also include flexibility to fund and construct alternative High Capacity Transit modes such as Bus Rapid Transit on the CKC/ERC in Segment A from Totem Lake to Bellevue. The optimal mode choice for this segment should be determined after further analysis and input from Kirkland. If Light Rail is selected the rail guideway should be constructed to also allow use by appropriate bus service similar to the street car in Tacoma.

1b. To address community concerns, Sound Transit should partner with Kirkland to ensure that any transit on the CKC will have "zero" emissions, and also solve issues related to noise, safety, parking impacts, visual impacts and environmental impacts.

1c. Any Sound Transit project on the CKC must include design and construction of a trail that implements the CKC Master Plan vision for the main trail and preserves accessibility with numerous safe east/west crossings in addition to crossings at street intersections.

1d. High Capacity Transit on the CKC should be aligned east of the centerline of the corridor wherever possible to ensure the remaining width is sufficient to fulfill the CKC Master Plan vision.

2. Any project for BRT on I-405 should include an in-line station at NE 85th (E-02c1) to serve Kirkland and Redmond, and a second stop serving south Totem Lake. To be successful, the NE 85th in-line station needs to include transit-only lanes (E-02c2) to connect downtown Kirkland and the I-405/NE 85th Street interchange.

Thank you for the opportunity to review and comment on the candidate project templates for the ST3 candidate projects. Please don't hesitate to contact us if you have questions or need clarification on any of these requirements. The City of Kirkland is excited to work with you in the months ahead as you shape the ballot measure to provide critically-needed transit service throughout the region.

Sincerely,

Kirkland City Council

Amy Walen
Mayor

City of Kirkland
Input on ST3 Candidate Projects

To provide you the best possible input, and to reflect the perspective of our community, the City of Kirkland has undertaken a tremendous public involvement effort around ST3. The Kirkland City Council, Kirkland Transportation Commission, and staff have all been heavily engaged first-hand in public outreach and community conversations. Sound Transit staff has also participated in this public involvement effort and the City of Kirkland greatly appreciates their assistance. The level of community engagement and the thoughtful input provided from members of the public reflect the strong interest and desire for transit in Kirkland. Although there are varying viewpoints on the three ST3 Candidate Projects, Kirkland continues to strongly support transit in our region in general and in Kirkland in particular.

The following is a list of the most frequent concerns heard at public meetings: preservation and enhancement of pedestrian and bike facilities on the CKC; safety at all facilities, with particular emphasis on the CKC; for trail users, access across the CKC, preserving the natural environment, the need for trails and other amenities to coexist with transit – even in the narrower sections of the corridor; elimination/mitigation of sound, odor and emission impacts of transit; construction impacts to the CKC and surrounding properties; and, seamless, easy integration with Metro Transit service, including connecting infrastructure built as part of ST3. The City of Kirkland expects that Sound Transit will make an early commitment to actively address each of these concerns in the planning, design, construction, operation and maintenance of ST3.

Kirkland's Requests in ST3 projects.

The following is a list of initial points that Kirkland would need included in an ST3 project set. This list will be modified, as the templates are refined, and as the ST3 package evolves. The list below represents the known requirements at this time.

These requirements are built around two themes: one is thorough, accurate planning based on adopted policy that will lead to an effective transit system; the other is addressing concerns we have heard from the public. There is, of course, overlap between these two areas and they should be blended to reach the most effective conclusion. The following list draws from both areas:

1. Projects serving Kirkland must deliver capital and service components that significantly advance the structure of transit service in Kirkland. Fulfilling the regional vision of transit on the ERC in Kirkland and Bellevue is key to this objective. Kirkland is requesting that funding be allocated at a level necessary to construct Light Rail on the CKC/ERC with the flexibility to fund and construct alternative High Capacity Transit (HCT) modes such as Bus Rapid Transit on the CKC/ERC from Totem Lake to Bellevue (Segment A of project E-03 and project E-06). In this way, if upon further analysis and public input, BRT or another future HCT mode is deemed the optimal mode for the CKC, the ST3 package will allow it. Even if Light Rail is constructed, it should be constructed in a way that would allow for use of the corridor by King County Metro Transit buses within a shared transit envelop.

2. Any transit on the CKC should address the community's concerns about noise, safety, visual impacts, and environmental impacts.

3. Any Sound Transit project constructing HCT on the CKC should include design and construction of a trail that implements the CKC Master Plan vision for the main trail.

4. Within the bounds of any existing easements, HCT on the CKC must generally be to the east of the centerline of the corridor unless a different alignment is needed to preserve the natural features of the corridor that enhance the trail experience. HCT needs to be on the edges of the CKC to ensure the remaining width is sufficient to fulfill the CKC Master Plan vision.

5. Accessibility across the corridor should be preserved. Numerous access points and safe crossings, in addition to those at intersections, should be provided in keeping with the CKC Master Plan vision.

6. Only vehicles that are quiet and have zero or near-zero emissions[1], such as electric vehicles, should operate on the CKC.

7. Any project for BRT on I-405 should include an in-line station at NE 85th (E-02c1) to serve Kirkland and Redmond, and a second stop serving south Totem Lake. To be successful, the NE 85th in-line station needs to include transit-only lanes (E-02c2) to connect downtown Kirkland and the I-405/NE 85th Street interchange.

8. Sound Transit will need to work with the City of Kirkland to mitigate parking impacts from station locations.

A policy basis for Kirkland's support

As mentioned above, both regional and local transit play an important role in Kirkland's Transportation Planning. In particular, HCT on the CKC has a central role.

Following more than three years of public involvement, the Kirkland City Council recently adopted a number of documents that define Kirkland's future course, including the Comprehensive Plan and the Transportation Master Plan. In 2014, the Cross Kirkland Corridor Master Plan was adopted after a vigorous public outreach program. All of these plans identify HCT on the CKC as a goal toward which the City should be striving.

The Kirkland Comprehensive Plan's 2035 vision of a livable, walkable, green community can only be met with a high quality transit system that connects with the regional system. Developing transit as a realistic alternative for many trip types is one of the foundations of the City's Transportation Master Plan and will best be accomplished when transit can travel on a guideway that is separate from mixed traffic. A separate transit way on the CKC is one way of accomplishing this. The transportation element of the Comprehensive Plan was developed in coordination with the Plan's land use element and its recognition of Kirkland's future growth, including the Totem Lake Urban Center.

Results from the past three community surveys (conducted biennially in Kirkland) have shown traffic congestion as an item that is important to the community but which needs improved

[1] Zero emissions in a practical sense; the intent is to get as near to zero as technically feasible.

performance. Adding better transit options is one several strategies that can be used to reduce traffic congestion.

Along with local policy support for transit on the CKC, there is regional policy basis for HCT on the Eastside Rail Corridor (ERC). The ERC Regional Advisory Council[2] (RAC) has adopted a policy statement in support of HCT along the entire corridor along with facilities for walking and biking. The RAC's policy vision is consistent with the reasons Sound Transit's purchased an HCT easement on the ERC

In addition to the many policies and long-range plans associated with the CKC, Transit Oriented Development (TOD) at Kingsgate Park and Ride is directly referenced and supported in the City's Totem Lake Business District Plan, in both Goals and Policies.[3] This site is an excellent candidate for TOD development, furthering Kirkland's, Sound Transit's and the region's goals for affordable housing, accessible transit, traffic congestion reduction, and reduced carbon emissions.

Comments and questions on the ST3 Candidate Projects and templates

Summary of Kirkland's Comments

1. General
   a) TOD at Kingsgate Park and Ride should be included as part of a project in ST3.
   b) Ridership estimates should be refined. In particular, the regional modeling approach used by Sound Transit, although appropriate for gross scale modeling over the entire three-county region, does not reflect important ridership trends and forecasts at a smaller geographic scale. In other words, the number and locations of stops are absolutely critical to a city the size of Kirkland, but are not shown to have any effect on ridership in the model. Similarly, trips within a city the size of Kirkland are not captured in the ridership model.
   c) Reconfigured King County Metro Bus Routes should be modeled with each Candidate Project. Service integration, and the potential value of overall transit service delivery, should be considered in project selection.
   d) A calculation of project benefits should be completed that would allow easier comparison of the value of projects.

2. E-02 Bus Rapid Transit on I-405 from Lynnwood to Burien or Sea-Tac and the associated sub projects E-02c1 and E-02c2.
   a) The scope of this project should be reviewed and revised to include all elements of a high quality BRT system.

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[2] King County, the cities of Kirkland and Redmond, Sound Transit, and Puget Sound Energy own segments of the Eastside Rail Corridor or easements on the Corridor. These owners work together through the Regional Advisory Council (RAC) to maintain a collaborative, regional planning process for the ERC. The owners' goal is to achieve connectivity and multiple uses, maximizing public benefit and enjoyment throughout the corridor both directly and indirectly.

[3] Policy TL 18-3: Seek opportunities to expand housing in the Totem Lake Business District, Goal TL-34: Support transit-oriented-development (TOD) at the Kingsgate Park and Ride. Policy TL-34.1: Encourage new transit-oriented development.

b) E-02b Bus Rapid Transit on I-405 from Lynnwood to Burien or Sea-Tac (Intensive Capital) with connections at NE 85th (E-02c1 and E-02c2) (see #7 on page 2) should be included in the ST3 package.
c) E-02c1 and E-02c2 should be combined into one project.
d) The concept of center stations should be considered on both NE 85th Street and I-405, in projects E-02c1 and E-02c2. These projects should include a median aligned busway on NE 85th Street.
e) The scope of project E-02c2 should consider routing to 6th Street, next the redeveloping Kirkland Urban project, rather than 3rd Street, to improve travel time and ridership.

3. E-03 Totem Lake to Issaquah Light Rail
   a) The project should be re-scoped with funding adequate to construct and operate Light Rail, but provide the flexibility to instead construct and operate the highest level of Bus Rapid Transit or other suitable mode of HCT. This flexibility will allow Kirkland to determine which mode best serves Kirkland and the region.
   b) A connection should be provided between Light Rail on the CKC/ERC and downtown Kirkland.
   c) A flexible guideway that could be used by Metro Transit buses as well as Light Rail, similar to the street car lines in Tacoma and Seattle, should be provided in this project.

4. E-06 BRT on Eastside Rail Corridor from Kirkland to Bellevue
   a) Consider a more complete transit service plan that includes King County Metro service. Any HCT guideway should be flexible and allow use by appropriate bus service as well as Light Rail.
   b) Travel time estimates and resulting impacts on ridership should be examined.
   c) The scope of project should consider routing to 6th Street, next to the redeveloping Kirkland Urban project, rather than 3rd Street to improve travel times and ridership.
   d) Routing should include aerial routing in Totem Lake to avoid delay caused by congestion and traffic signals.
   e) The costs of the project should be reviewed to better understand why costs are much higher than industry norms.

General comments: Ridership

City of Kirkland staff and consultants have raised general concerns around the ridership forecasts in the Project Templates. The regional ridership model uses forecast zones that are relatively large. Although this may be appropriate at the regional scale, there are aspects that are of interest to Kirkland that are not depicted. For example the model under-counts trips within Kirkland, and the ridership benefits of stations closer to homes, jobs, and key transfer points, due to the limitations of a model designed for regional rather than municipal-level analysis. The model assumes that all people live and work at the middle point of each zone, (known as the 'zone centroid'). For regional analysis, this is a reasonable simplifying assumption. However, this assumption means the model cannot distinguish between the average access trip differences under different station-location scenarios, because the model cannot, for example, distinguish between people living in the Everest Neighborhood versus the Lakeview Neighborhood within Kirkland. This plays out in the analysis of Project E-02 BRT on I-

405 in that the Intensive Capital (E-02a) option with more stops and access has the same ridership forecast as the Lower Capital (E-02b) alternative.

While the model does not project added ridership with additional stops, ST staff has indicated that increased stops do result in increased travel time in the ridership model. This further complicates comparisons of templates with one another.

General comments: Coordination with Metro Service
One of the most important factors in projecting ridership for a proposed project is the transit service plan that will operate in conjunction with the project. What the model assumes about the service plan, as well as what will happen to the existing bus services, will generally determine ridership projections.

For example, Project E-06, includes one service that runs from Totem Lake to Bellevue. All other Metro and ST bus services are assumed to remain as they currently exist. Therefore, ridership on E-06 appears much lower than it might be with a more sophisticated service plan in which King County Metro would also operate services on the CKC/ERC BRT infrastructure. If only one ST-operated BRT service is assumed on the CKC, and no other bus service changes are assumed, competition between existing bus routes and the new BRT service will draw riders away from the new BRT, thereby decreasing projected ridership. Sound Transit staff has indicated a willingness to discuss service changes but also indicated that most service planning decisions would come in a later design phase. While this may not significantly alter other templates, it has a very significant impact on the viability of the projects affecting Kirkland, most particularly E-06, E-02c1, and E-02c2. To a far greater degree than other Candidate Projects, these projects in Kirkland can significantly benefit from integration with King County Metro service.

Project Specific Comments: Candidate Project E-02 BRT on I-405

Candidate Project E-02a: Bus Rapid Transit on I-405 from Lynnwood to Burien or Sea-Tac (lower capital)

Quality of Bus Rapid Transit on I-405 as presented in E-02a–SegA.
Considering the elements that characterize Bus Rapid Transit (BRT), Kirkland staff and consultants have raised a concern that this proposal is express bus service renamed "BRT." Key elements that distinguish high quality BRT but that do not appear in the templates include:

- **Dedicated right-of-way:** Buses will operate in shoulder lanes and general purpose lanes over some of the route and Express Toll Lanes are subject to congestion.
- **High quality stations with platform-level boarding:** The improvements included for the in-line station at NE 128th Street are "minor improvements including signage."
- **High levels of bicycle access:** Note that, in the template, for the purpose of non-motorized bicycle access allowances, the Kingsgate/Totem Lake Station, located in the Totem Lake Urban Center, is not considered an urban station, but rather a suburban station.
- **Multiple service routes that can leave the main facility**: The template includes only one route and excludes service beyond the I-405 BRT corridor.

- **Appropriate vehicle configuration:** It is unclear if the vehicles being proposed have appropriate configurations. Our team recommends purchase of vehicles that have doors on both sides of the coach in order to serve center platforms, thereby saving hundreds of millions of dollars in station construction costs over stations on both sides of a stop.

Kirkland improvements in E-02a–SegA.
Template E-02a-SegA utilizes the existing inline bus transit station at NE 128th as the only stop in Kirkland. The fact that there are no new connections for the Totem Lake Urban Center or for Downtown Kirkland means this project proposal offers little to no benefit or value to Kirkland residents, businesses and workers. Further, only considering a garage at the Kingsgate Park and Ride does not maximize the potential for increasing affordable housing stock through transit oriented development (TOD) at that site.

Candidate Project E-02b-SegA: Lynnwood Transit Center to Bellevue Transit Center (Intensive Capital)

Description
In Kirkland, Template E-02b-SegA is an improvement over E-02 b because it includes an inline station at NE 112th St, providing a second connection to the Totem Lake Urban Center. ST staff explained that the reason the addition of 112th Street did not yield any additional riders was because the station is close to the Kingsgate Park and Ride stop, and the two stops split the demand rather than generating new demand. This could be the result of the large zones used for modeling as described above The quality of bus rapid transit comments made for E-02a-SegA also apply to this project. Because this project alone does not include a connection to NE 85th Street, it is unacceptable to the City of Kirkland.

Comparison of E-02a and E-02b in SegA:
Sound Transit's 2014 Sound Transit Central/East High Capacity Transit Corridor Study[4] indicated larger differences in travel time savings than are recognized in the templates. It also seems as though the addition of The HOV to HOV direct connection between I-5 and I-405 would likely save minutes of travel time but neither of these differences manifest themselves in ridership differences between the alternatives.

Candidate Project E-02c1: Kirkland-NE 85th Street BRT Inline Station (Intensive Capital)
To provide any meaningful service to the City of Kirkland, Template E-02c1 needs to be funded and included in any iteration of ST3 Candidate Project E-02-SegA. As noted above, center platform stations on NE 85th Street and I-405 could save substantial construction costs over split stations. These savings may be several times greater than any impacts to fleet costs needed to provide vehicles with doors on both sides of coaches. To effectively connect riders with other service, this project will need to be completed with project E-02c2 (below).

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4 http://www.soundtransit.org/sites/default/files/documents/pdf/projects/HCT_2014/STCentralEastHCT_CorridorReport_KBI.pdf

Candidate Project E-02c2: Kirkland-NE 85th Street Bus-Only Lanes (Intensive Capital)

Again, to provide any meaningful service to the City of Kirkland, Template E-02c2 will need to be funded and included in any iteration of ST3 Candidate Project E-02-SegA. As described above, this project should be included with E-02c1 in order to be effective. Template E-02c2 calls for "outside" bus only lanes. To provide speed and reliability and set the stage for BRT service along this link, the lanes should be located in the center of the roadway. This configuration would also allow for a center platform on NE 85th Street. It would require less street widening and perhaps reduce the reconstruction costs of the NE 85th Street interchange. It could also be used by BRT service on the CKC/ERT to connect to downtown Kirkland. Bus-only lanes on NE 85th must allow for a center lane station to serve E-02c1. The template as proposed also connects to 3rd Street in Kirkland, but it may be beneficial to connect to 6th Street and the Kirkland Urban development because it would reduce the length of the project and still make a strong connection to downtown Kirkland.

Project Specific Comments: Candidate Project E-03: Light Rail from Totem Lake to Issaquah via Bellevue

The scope for this project should be altered to provide flexibility to allow for alternative High Capacity Transit considerations such as Bus Rapid Transit on the Eastside Rail Corridor in Segment A from Totem Lake to Bellevue, if, upon further analysis and public input, this is the optimal mode for the CKC. Even if Light Rail is constructed, it should be constructed in a way that would allow for use of the corridor by King County Metro Transit buses on a shared guideway.

A connection between downtown Kirkland and LRT should be provided. This could be accomplished through a project similar to E-02c2 (see comments above). Additionally, a quality connection to East Link and other LRT should be included in the scope.

More stops are needed along this line. The key to the pedestrian connectivity envisioned in the CKC Master Plan is close proximity to stops.

We ask that Sound Transit work closely with the City of Kirkland on the configuration of the Totem Lake terminus area. This area experiences extremely high traffic volumes. The intersection of 124th Avenue NE and NE 124th Street is particularly complex. A major redevelopment of the Totem Lake Mall is underway, that will provide better pedestrian and bicycle access to the area, as well as substantial new housing. Additionally, Evergreen Hospital is Kirkland's largest employer. It is not clear in the template how rail would be constructed and routed to most optimally serve this important urban center.

Candidate Project E-06: Bus Rapid Transit from Totem Lake to Bellevue on CKC/ERC

Ridership

The analysis in this project's template would benefit from a consideration of how King County Metro Service could be reconfigured to better take advantage of new capital projects. There are several Totem Lake-Bellevue and Seattle bound services that could benefit from travel on the CKC. For

Route	Daily 2015 Ridership
255	6905
235	1140
234	1415
311	1075

example, in 2015, Metro's Route 255 carried an average of 6,905 passengers, Route 235 carried an average of 1,140 passengers, Route 234 carried an average of 1,145 passengers, and Route 311 carried an average of 1,075 passengers. Our consultants estimate that if just these four routes used the CKC/ERC BRT for part of their trip, there could be over 10,000 daily riders upon opening of the project with estimated ridership of 34,500 by 2040. Note that one of the primary benefits of this project is improved service for Seattle-oriented transit riders, something that is lacking in the E-02 and E-03 projects. By using the CKC, Metro buses traveling from I-405 to Seattle via SR 520 could avoid the congested freeway interchange by using the direct access ramp to and from the west at 108th Avenue NE and SR-520 adjacent to the South Kirkland Park and Ride.

The template for E-06 calls for one service with a 10 minute peak headway between buses. If the service plan above were implemented, a better frequency could be maintained. At a minimum, a frequency equal to that assumed in the E-03 template, 7.5 minutes, should be used.

Travel time

The template shows an estimated travel time of 35 minutes from the Totem Lake Transit Center (TC) to the Bellevue TC on the BRT. The service that would travel from Totem Lake to Bellevue most closely mimics the existing 235 bus route. Currently, the trip on the 235 between Totem Lake TC and the Bellevue TC takes 37 minutes. Consultants working for the City of Kirkland conducted a travel time analysis and determined that the trip from Totem Lake TC to Bellevue TC would take roughly 27.5 minutes. This difference is important because ridership assumptions should increase if the trip time is decreased by 25%. The reasons for the difference in travel time have to do with operating assumptions around how long buses take to slow at a station, pick up passengers and accelerate away from the station. More importantly they have to do with the routing assumptions described below.

Routing

As described in the discussion around the template for project E-02c2, routing for project E-06 was considered on Central Way in curbside transit lanes with some mixed traffic to 3rd Street and Kirkland Way before rejoining the CKC/ERT. Kirkland prefers a more direct routing in median aligned, exclusive bus lanes between the CKC/ERT and 6th Street, with a station at Kirkland Urban (former Kirkland Parkplace). This location balances the needs of pedestrian access to downtown while also minimizing the diversion from the CKC/ERC for BRT vehicles and the additional delay caused by mixed traffic.

In the Totem Lake area, Kirkland asked that full BRT infrastructure throughout Totem Lake to the Kingsgate Park and Ride, including an elevated busway over 124th Street, be assumed in the template. The template assumed Business-Access-Transit (BAT)[5] lanes through Totem Lake, subjecting the BRT to congestion delay between the Kingsgate Park and Ride, Totem Lake TC, and Totem Lake Mall, and signal delay at 124th Street. The assumption of operation in mixed traffic added to the travel time assumed for the route by ST. The elevated busway should be added to this option.

[5] BAT lanes allow transit to travel in them, and autos can use them to turn from at driveways and intersections but cannot travel extended distances in them.

Similar to the Light Rail option, we ask that Sound Transit work closely with the City of Kirkland on the configuration of the Totem Lake terminus area. Any BRT system will need to be constructed in a way that will most optimally serve this important urban center.

Costs

The ST template lists the total capital cost for the E-06 template as $747 million. With 10 miles of new infrastructure, this averages out to $74.7 million per mile. This is a much higher cost per mile than most BRT projects developed in the United States. For example, CTfastrak's BRT, built on a converted freight rail line like the proposed CKC/ERC BRT, is widely known to be a very expensive project. The cost for the CTfastrak BRT was $567 million for 9.4 miles, or an average of $60.32 million per mile, still less than the CKC/ERC BRT estimate. Los Angeles' Orange Line was similarly on an old rail line and cost around $30 million per mile, and Pittsburgh's Martin Luther King, Jr. East Busway also cost around $30 million per mile. Only Boston's Silver Line Waterfront, which averaged to $80 million per mile, is more expensive and that is because it included a new tunnel under Boston Harbor. To allow for an accurate comparison across templates, and to establish a measure of benefit per unit of cost, the capital costs of the E-06 template should be revisited.

Vehicle costs should also be revisited. At $1.8 million, this is much higher than the industry norm cost of BRT vehicles. In order to mitigate the impacts of transit vehicles on the trail portion of the CKC, only quiet, zero (or near-zero) emission buses should be operated. These buses may in fact have a higher cost than the average BRT vehicle, but this is not clearly described in the templates as a reason for the higher vehicle cost.

Mayor
Jeff R. Johnson

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CITY OF LAKE FOREST PARK
INCORPORATED 1961

Councilmembers
Tom French
Phillippa M. Kassover
Mark Phillips
E. John Resha III
Catherine Stanford
Hilda Thompson
John A. E. Wright

January 15, 2016

Sound Transit Board of Directors
401 S. Jackson Street
Seattle, WA 98104

Re: ST3 Candidate Projects

Dear Chair Constantine and Sound Transit Board

Thank you for the opportunity to provide agency comments on the ST 3 Candidate projects. This letter has been discussed and approved by the Lake Forest Park City Council.

The City of Lake Forest Park is supportive of an ST3 package that includes candidate projects N-09, N-10 and P-08. While they are listed as separate projects, they are interactive projects and can be most effective when seen as a unit and within an integrated transportation and transit corridor. Further, they collectively provide a key link between the north corridor light rail spine at NE 145th Street and the proposed I-405 BRT spine.

These projects will provide an excellent link in the northern Lake Washington crossing with a wide geographic reach that will work for the entire north end and eastside. State Route 522 already carries 20% of cross-lake trips, connecting north-end communities with the region's employment centers.

Additionally, the detailed elements of projects N-09 and N-10 include critical investments in access to transit that will make the system more productive and reliable. An important element of these projects is the park & ride structures, as the north-end cities have maxed-out existing park & rides with our residents boarding transit. These proposed improvements, combined with a dedicated BRT corridor that connects to both high capacity transit spines, will mean that communities across the entire north-end can rely on Sound Transit service for our mobility needs without traffic impacts on local streets trying to access light rail and BRT.

Our City will also be part of a multi-jurisdictional comment letter. The SR 522/SR 523 (NE 145th Street) corridor crosses sub-area lines and it is important to again stress to the ST Board that this as an integrated corridor.

Sincerely,

Jeff Johnson
Mayor

CITY OF
LAKE STEVENS

January 20, 2016

Sound Transit Board
Via email: EmailTheBoard@soundransit.org

Dear Board Members:

I would like to add my voice to strongly support expansion of the Sound Transit rail system to Everett via Paine Field with extension to the Everett Community College/WSU Campus. The City of Lake Stevens has a current population of 30,000 residents, forecast to grow to nearly 50,000 by 2030. Our growth is inextricably hinged to the economic vitality of this region which Sound Transit serves with its rail and bus system. Without this system serving the primary employment and education centers in our region we will experience severe transportation congestion and suffocate our economy.

Everett and the surrounding communities host businesses and industries that are the economic driver for the Puget Sound Region and the State. Sound Transit expansion to Everett via Paine Field and the community college will assure effective mobility in the region and serve our vital economy. It will fulfill a vision and promise made to link Seattle, Tacoma, Everett and Bellevue with light rail.

I urge the Board to include expansion to Everett, via Paine Field with extension to the Community College/WSU campus in the ST3 funding proposal. It is vital to our future.

Thank you.

John Spencer

John F. Spencer
Mayor of Lake Stevens,

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January 19, 2016

Don Anderson
Mayor

Jason Whalen
Deputy Mayor

Mary Moss
Councilmember

Michael D. Brandstetter
Councilmember

John Simpson
Councilmember

Marie Barth
Councilmember

Paul Bocchi
Councilmember

John J. Caulfield
City Manager

Marilyn Strickland, Mayor, City of Tacoma
Dave Enslow, Mayor, City of Sumner
Pat McCarthy, County Executive, Pierce County
Mary Moss, Councilmember, City of Lakewood

Dear Sound Transit Board Members of Pierce County:

The following letter outlines the City of Lakewood's Sound Transit 3 (ST3) requests and offers our recommendations on the future of regional and local transportation in the South Sound. The selection of projects will significantly affect Lakewood's future and we appreciate this opportunity to provide input for this critical decision.

Lakewood Projects

The Lakewood City Council asks for your support that the following projects are included in the ST3 proposal that is expected to be brought forward for voter consideration this November.

1. Expansion of light rail service in Tacoma to correspond with future light rail planning into the City of Lakewood and south Pierce County;
2. Extension of the Sounder system from Lakewood Station to the City of DuPont to include a new Sounder Station located in the Tillicum neighborhood of Lakewood to serve both residents and members of Joint Base Lewis-McChord (JBLM) and their families. The station should have the capacity to handle both trains and buses;
3. Extension of the Sounder train hours of operation, add more cars to current trains and more Sounder roundtrip trains;
4. Add Bus Rapid Transit (BRT) from the Tacoma Dome Station, operating along South Tacoma Way to Pacific Highway South, and into the Tillicum neighborhood via the new connector road; and
5. Modify the agreement with Sound Transit to transfer maintenance and security responsibilities for Lakewood Station back to Sound Transit.

If the final Sound Transit 3 plan lacks projects connecting Lakewood with the region, we are concerned that our community's support is at serious risk. The City's goals for these projects are to ensure that our local transportation needs are both recognized and addressed, and that our residents receive a fair share of projects funded in ST3, including due consideration for projects that advance the logical next steps of the light rail spine.

Lakewood's Support for Regional Transportation Projects

As a region, we share mutual interest in public transportation projects that decreases congestion and enhances economic development to help revitalize communities that drives responsible growth and creates jobs and opportunities. In recognition of these interests, the City supports expanding light rail service to Tacoma. We also support the extension of light rail to the Tacoma Mall from

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www.cityoflakewood.us

the Tacoma Dome (S-05) since this alignment will allow for the southerly extension of the light rail spine to Lakewood and beyond.

In lieu of extending light rail south from Tacoma into Lakewood as part of ST3 at this time, we support the addition of BRT south from the Tacoma Dome to JBLM via Lakewood and the Tillicum neighborhood. The proposal is a cost effective means to expand bus ridership and reach JBLM service members and their families

Given that BRT projects and improved bus service proposals operating in Tacoma via (S-12), Puyallup via (S-13), and Sumner/East Pierce County cities via (S-14), then Lakewood should have a similar line operating along South Tacoma Way and Pacific Highway South. Moreover, BRT to JBLM and Lakewood via the Tacoma Mall, rather than the Tacoma Dome, is a preferred option, especially if the Sound Transit Board opts for light rail service terminating at the Tacoma Mall.

Lakewood is pleased to see several priority projects advance in the ST3 process, with four continuing candidate projects (S-06), (S-07), (S-15), and (S-17) that combine to expand Sounder commuter rail service by increasing hours of operation, adding more cars to current trains, and additional Sounder round trip trains. Each of these projects represents logical next steps in the expansion of the Sounder commuter rail system.

Projects (S-06) and (S-07) inevitably call for platform extensions at the Lakewood Transit Station. This expansion would result in added costs to the City of Lakewood since the City currently bears the responsibility for both maintenance and security of this Sound Transit owned facility. It is our understanding that the City of Lakewood is the only local agency independently responsible for managing a Sound Transit facility. Now is the time to transfer this responsibility and associated costs back to Sound Transit.

On behalf of the City of Lakewood, we thank each of you for your diligent work on ST3 and we respectfully ask you to consider the City of Lakewood's recommendations as you move forward to determine projects for inclusion in the ST3 package. We feel that Sound Transit has an opportunity to expand its services in Pierce County that provides enhanced interregional connectivity and mobility in a carefully planned and fiscally responsible manner. We remain committed to work with you to develop a ST3 proposal for voter consideration that meets the needs of the communities we serve and one which the voters will approve.

Sincerely,

Mayor Don Anderson

CC:

Deputy Mayor Jason Whalen
Councilmember Marie Barth
Councilmember Paul Bocchi
Councilmember Mike Brandstetter
Councilmember John Simpson
City Manager John Caulfield
Sound Transit CEO Peter Rogoff

Enclosures:

July 14, 2015 letter to Sound Transit, City of Lakewood
November 18, 2015 letter to Sound Transit, City of Lakewood, City of DuPont, and Town of Steilacoom

Don Anderson
Mayor

Jason Whalen
Deputy Mayor

Mary Moss
Councilmember

Michael D. Brandstetter
Councilmember

John Simpson
Councilmember

Marie Barth
Councilmember

Paul Bocchi
Councilmember

John J. Caulfield
City Manager

July 14, 2015

Sound Transit Board of Directors
401 S. Jackson St.
Seattle, WA 98104

Dear Sound Transit Board of Directors:

I am writing this letter on behalf of the City of Lakewood regarding a proposed Sound Transit 3 (ST3) which would build upon the existing mass transit system of light rail, commuter rail and bus services, and identifies options for expanding and improving the overall system in Pierce County. Lakewood is home to nearly 60,000 residents and close to 4,000 businesses. Moreover, Lakewood is strategically located along the I-5 Corridor, and is the "host community" for Joint Base Lewis-McChord (JBLM). Local public transit options serve not only the City and JBLM, but also residents of Steilacoom, University Place, DuPont and unincorporated Pierce County. With the current strong economy, increasing population, and rising congestion, Lakewood strongly supports the efforts of Sound Transit to expand multimodal public transportation options in the Puget Sound.

The initial work of the Seattle/King County Corridor has been completed. It is now the time to expand transportation projects elsewhere. With that in mind, the City of Lakewood requests that the Sound Transit Board include the following projects as part of the ST3 package to be presented to voters for consideration in November, 2016:

1. Extend the Sounder system from Lakewood Station to the City of DuPont and create a new Sounder Station located in the Tillicum neighborhood of Lakewood to serve both residents and members of JBLM and their families. The station should have the capacity to handle both trains and busses. Additionally, Amtrak will be using the rail line that extends through Tillicum starting in the latter part of 2016 and as Sounder and Amtrak rail activity expands along this line the new station should be built to handle increased capacity. The Tillicum Station has been slated for development within the City's Comprehensive Plan for many years with no objection from Sound Transit.

2. Extend the Sounder train hours of operation to better serve Lakewood and South Sound commuters. The expansion would significantly increase ridership and boost economic development. Sound Transit should tout the indirect economic benefits expanded service provides to many of the cities served by your agency.

3. Add Bus Rapid Transit (BRT), in lieu of, light rail from the Tacoma Dome Station South along South Tacoma Way to Pacific Highway South, terminating at the Tillicum Sounder Station. The proposal is a cost effective means to expand bus ridership for JBLM service members and their families. Further, South Tacoma Way is a main thoroughfare in

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Tacoma, and Lakewood. Parts of South Tacoma Way in Lakewood alone move over 30,000 vehicles a day. With the level of activity, BRT it should be included in the Sound Transit long range plans. Without BRT, Sound Transit may be doing a disservice to many of its customers.

4. Modify the current agreement between Sound Transit and Lakewood whereby the City funds maintenance and security for the Lakewood Station. As part of a ST3 appropriation, Lakewood desires Sound Transit to cover annual facility costs. The current agreement has been in place since 2006. The City's ability to maintain the Station has become increasingly burdensome.

The proposed additions to ST3 are very much compatible with the Sound Transit priorities. It is my belief that these recommendations will:

- Expand the current system in a logical manner
- Further connect the region with High Capacity Transportation options
- Add socio-economic equity
- Combine/integrate operations with other transit operators (e.g. Amtrak)
- Increase multi-modal services
- Promote transit friendly land use and Transit Oriented Development
- Increase ridership
- Federal funding is available, especially in the case of BRT

For many years, Lakewood has been one of Sound Transit's strongest partners. Our working relationship is excellent, and no matter the outcome of any future election, that relationship will continue. The City's recommendations, combined with Sound Transit investments, provide economic opportunities, drives community growth and revitalization. To close, it is our hope that the Sound Transit Board will include our recommendations in the ST3 package.

Sincerely,

Don Anderson

Mayor Don Anderson

CC:

Deputy Mayor Jason Whalen
Councilmember Marie Barth
Councilmember Paul Bocchi
Councilmember Mike Brandstetter
Councilmember Mary Moss
Councilmember John Simpson
City Manager John J. Caulfield

November 18, 2015

Sound Transit Board of Directors
401 S. Jackson St.
Seattle, WA 98104

Dear Sound Transit Board of Directors:

This letter comes from the Mayors of the City of DuPont, the City of Lakewood, and the Town of Steilacoom, representing the collective viewpoints of the more than 73,000 taxpaying residents of our communities. As their elected leaders, our goal is to ensure that our local public transportation needs are addressed, and that our residents get their fair share of projects funded in ST3. We are charged to do so in a manner that will not impact the traditional and limited funding mechanisms that are available to municipalities.

As a region, we share mutual interests in public transportation projects that enhance economic development and decreased congestion, as well as drive community growth and revitalization. Together, we support expanding light rail service to Tacoma recognizing that this extension of the light rail spine should be completed early on in the ST3 timeframe. We also support expanding Sounder service by increasing hours of operation, adding more cars to current trains, and additional Sounder round trip trains. The projects are logical next steps in the expansion of the Sound Transit system.

While we support further support expansion of light rail through our communities in the long term, we support the expansion of Bus Rapid Transit (BRT) into our communities as part of this package now. BRT is more cost-effective compared to light rail, and its implementation requires far less time. In our view, there are several benefits of adding BRT routes from Tacoma to our communities. Current ST3 proposals do call for some BRT expansions. However, we would specifically recommend adding routes that would connect Tacoma to Lakewood along South Tacoma Way to Pacific Highway South, as well as along Bridgeport Way. Additionally, BRT should run further south to DuPont and allow for connectivity to Steilacoom. If the goal is to create more connectivity to the transit system, then BRT currently is the best solution of expanding rapid transit beyond the Tacoma Dome.

We understand ST3 has been given the authority by the state legislature to finance ST3 with its traditional funding sources of sales tax and Motor Vehicle Excise Tax (MVET) as well as a local property tax levy. However, we do not support the use of local property taxes to finance ST3 given this is a change in how previous Sound Transit initiatives were financed.

As you know, many municipalities, to include ours, struggled financially throughout the recession and have not yet fully recovered. Local governments, school districts, fire districts, library districts, and other local taxing authorities rely heavily on these local property taxes. Sound Transit should thoroughly consider the impact that use of its property tax authority could have on our local funding capacity and that of our junior taxing districts.

We respectfully ask that you consider our recommendations as you move forward to determine projects for inclusion in the ST3 package. We feel that Sound Transit has an opportunity to expand its services in Pierce County in a carefully planned and fiscally responsible manner.

Sincerely,

Mayor Michael Grayum, City of DuPont

Mayor Don Anderson, City of Lakewood

Mayor Ron Lucas, Town of Steilacoom

LYNNWOOD
WASHINGTON
EXECUTIVE

January 12, 2016

Dow Constantine, Chair Sound Transit Board
King County Chinook Building
401 5th Ave, Ste 800
Seattle, WA 98104

RE: Lynwood's Comments Regarding Sound Transit 3

Dear Chair Constantine,

First, on behalf of the City of Lynnwood, we want to thank Sound Transit for the highly successful and constructive working relationship that has been forged to bring Lynnwood Link to fruition. The project will be an historic one for our City and the region. We pledge to continue working with Sound Transit regarding ST3 linkages in the Lynnwood City Center, Lynnwood Regional Growth Center, and multi-modal connectivity to maximize benefits of this major investment.

Thank you for offering us the opportunity to comment on Sound Transit 3. Our City is highly supportive of bringing ST3 before the voters and expanding the transit network throughout the region. We offer the following comments:

1. ST3 will potentially bring transit to many currently unserved areas in the region. We support this effort. However, as available funding will likely result in trimming a number of potential projects, we believe it is imperative that completing the original Everett/ Tacoma/ Redmond spine should be the priority.

2. Lynnwood has a strong preference for route N-02a that will run from the Lynnwood Transit Center through the Lynnwood City Center and Regional Growth Center to Everett via Paine Field. While acknowledging this alignment is longer, the benefit of direct access to one of the region's largest concentrations of employment and planned airline service at Paine Field far outweigh the additional cost.

3. We question the cost/benefits of adding stations at 130th and 220th on Lynnwood Link as part of ST3. Potential ridership increases are insignificant, and each stop will add travel time to Lynnwood, and ultimately to Everett. Potential demand could be handled by rerouting bus service hours that will be freed up when Lynnwood Link opens.

4. We encourage Sound Transit to find ways to expedite the delivery of projects. It will have taken 15 years from voter approval to complete the Lynnwood Link Extension in 2023; ST3 should proceed on a faster track.

Again, thank you for the opportunity to provide comments on behalf of the City of Lynnwood. We look forward to working with Sound Transit on ST3.

Sincerely,

Mayor Nicola Smith

19100 44TH Ave W | PO Box 5008 | Lynnwood, WA 98046-5008 | Phone: 425-670-5000 | Fax: 425-670-5911 | www.ci.lynnwood.wa.us

OFFICE OF THE MAYOR
Jon Nehring
1049 State Avenue
Marysville, Washington 98270
Phone: (360) 363-8000
Fax: (360) 651-5033
marysvillewa.gov

RE ED
JAN 25 2016
SOU SIT
BOARD ADM OFFICE

January 22, 2016

Sound Transit Board of directors
c/o Board Administrator
401 Jackson Street
Seattle, WA 98104

Dear Board of Directors,

I have reviewed the latest plans concerning the proposed light rail alignment connecting to Lynwood and Everett, and want to lend my support to the route that includes Paine Field, Everett Station and North Everett.

Marysville and the City of Everett both have robust manufacturing centers and are well-positioned for job and residential growth in the future. The expansion of the Washington State University North Puget Sound campus in north Everett, as well as the development of the Marysville-Arlington Manufacturing Industrial Center, will draw thousands of workers and students to the north Snohomish County area – many of whom may choose to use light rail as a commute alternative.

I have heard from many Marysville residents, business-owners and workers that they are frustrated with the lack of commute options. Providing a light rail alignment that connects local workers with local jobs in the Lynnwood and Everett areas would not only maximize ridership, but help encourage growth in our regional economy.

I appreciate your attention and consideration of my comments.

Sincerely,

Jon Nehring
Mayor

CITY OF MARYSVILLE
Marysville, Washington

RESOLUTION NO. 2388

A RESOLUTION OF THE CITY OF MARYSVILLE SUPPORTING SOUND TRANSIT EXPANSION TO EVERETT VIA PAINE FIELD

WHEREAS: City of Marysville exists to be a catalyst for economic vitality resulting in stronger communities, increased job creation, expanded educational opportunities, and improved infrastructure.

WHEREAS: In 1994, the Board of the Regional Transit Authority (RTA), as the precursor to Sound Transit, passed a resolution "clarifying the RTA Board's intent with respect to future light rail service to the City of Everett." That resolution noted that following the Sound Move Phase I, "priority shall be given in subsequent phases to linking the four major centers of Everett, Seattle, Tacoma, and Bellevue." The resolution went on to note that "extension of light rail service to Everett shall be a first priority in Phase II."

WHEREAS: The Sound Transit Board is currently reviewing the draft project list and will make a decision on preferred projects and alignments for the project list to be put before the voters.

WHEREAS: Today the County is home to 760,000 people and nearly 275,000 jobs, and projections show that will increase significantly by 2035, to nearly one million people (955,281) and 400,000 jobs (396,373).

WHEREAS: The overall community consensus is that the preferred alignment to Everett is via Paine Field with an extension to Everett Community College/WSU campus, as it meets all of the regional needs and the Sound Transit Board's core priorities.

NOW THEREFORE BE IT RESOLVED, That City of Marysville hereby confirms its support for Sound Transit expansion to Everett via Paine Field, with an additional extension to the Everett University Center. Furthermore the City of Marysville resolves to work with all partners and stakeholders to ensure that this preferred alignment is included in the project list of the funding package that will be sent to voters in November 2016.

PASSED by the City Council and APPROVED by Mayor this 25th day of January, 2016.

CITY OF MARYSVILLE

By Kamille Norton
Council President

ATTEST:

Tina Brock
Deputy City Clerk

APPROVED AS TO FORM:

City Attorney

CITY OF
MOUNTLAKE
TERRACE

City of Mountlake Terrace
6100 219th Street SW, Suite 200
Mountlake Terrace, WA 98043
425.776.1161
www.cityofmlt.com

January 14, 2016

Sound Transit Board
c/o Dow Constantine, Chair
401 S. Jackson Street
Seattle, WA 98104-2826

Re: City of Mountlake Terrace Comments on the Evaluation of Sound Transit 3 (ST3) Candidate Projects

Dear Sound Transit Board:

The City reviewed the recent evaluation of candidate projects presented to the Sound Transit Board on December 4, 2015. We fully support the Lynnwood to Everett ST3 light rail link extension and recognize the hard work that went into assessing each candidate project. We also appreciate that two candidate projects, N-06 (Mountlake Terrace parking garage at 236th) and N-05 (Infill Station at 220th Street), were considered.

We disagree with the analysis and ranking of the N-06 and N-05 projects. The evaluation process had inaccurate and missing information.

Some key items and issues that need to be included or looked at again are briefly described below for each candidate project. These are not comprehensive lists but serve to illustrate that corrections to data and additional data are necessary to fairly evaluate the projects.

N-06: Mountlake Terrace Parking Garage

- The 236th Street aerial station is part of the Link Light Rail (LLR) spine. A parking garage at the 236th Street Station is a logical and important support component of the station and the spine.
- The existing Mountlake Terrace Transit Center parking lot and garage are already at capacity. Land area is available at the 236th Street station and abutting the station to construct a multi-level parking garage, on level land, at this time. A parking structure will increase ridership at this station over current ridership projections.
- Light rail, a type of "Transportation facility,"[1] is an essential public facility, which is a permitted use at this location with a conditional use permit.

[1] "Transportation facilities" means facilities that specifically provide for transportation needs including but not limited to the street network, bus facilities, taxi stands, *rapid-transit facilities*, bicycle racks, and walkways (MTMC 19.15.190 "R").
"Rapid transit station" means a designated location where users access a transit system that is characterized by relatively high speed rail cars or buses traveling along a specific route that serves a large urban area.

- The City's 2016 work program includes amendments to the range of allowed uses in the Public Facilities and Services (PFS) district to specifically list light rail and TOD as permitted uses.
- Light rail is an allowed use in the Freeway/Tourist district (south of 236th Street SW), a potential location for the parking garage. The underlying private property owner has offered to partner with Sound Transit on a parking garage and other support facilities for light rail.
- The 236th Street station abuts the City's Town Center and Freeway Tourist district. Both districts allow, encourage and support TOD and mixed-use development.
- The 236th Street station abuts a designated "Sub-regional Growth Center," (Comprehensive Plan, Land Use Element).
- This parking structure will relieve commuter/traffic congestion impacts at the Lynnwood Station and boost transit ridership by improved accessibility to both LLR stations. Rather than building a parking structure at the Lynnwood stations, it should be built at the Mountlake Terrace/236th Street station.
- On multiple occasions the City has been informed that the Lynnwood station provides the needed capacity for parking related to this segment of the light rail system. The City of Mountlake Terrace strongly disagrees that riders preferring to use the Mountlake Terrace station will park at the Lynnwood station. Parking must be provided proximate to the station riders will be using.
- Edmonds is completing construction of a connector street between Hwy 99 and 228th Street SW/Lakeview Drive. This is a direct connection from Hwy 99 to I-5 at the 236th Street Station. The traffic volume from Hwy 99 to I-5/236th is expected to double.

N-05: Infill Light Rail Station: 220th Street (Lynnwood Link)

- One of the largest employers in Snohomish County, Premera, is located within ½ mile of this station. There are currently 3,800 jobs within ½ mile of the station (vs. 1,000 jobs assumed in the evaluation) which will increase as the area is built up with mixed-use and Premera adds jobs. Providence (Stevens) Hospital, another major employer located just west of Premera and Hwy 99, has a significant workforce with expansion plans. Other medical services are locating in this area.
- Existing and projected population counts are under reported.
- The addition of a light rail station would encourage employment and TOD development in Mountlake Terrace as well our neighboring cities, Edmonds and Lynnwood.
- This station would be built next to and overlapping a 6.4 acre vacant site to be used as a construction staging site for ST2. This simplifies construction. Subsequent to completion of ST2, most of the vacant land would be developable for TOD.
- 220th was identified by the Sound Transit Board as a potential future station during the Lynnwood Link Extension (ST2) design process and is on the LLR spine route.
- The station is located near existing commercial, residential and light industrial zoned districts. The area is currently under-built.
- 220th Street SW is the shortest, most direct connection between I-5 and Hwy 99 and the City of Edmonds and Lynnwood.
- Transportation facilities are an allowed use in the underlying General Commercial (CG) zoning district. By definition, this includes rapid-transit or light rail (Refer to Footnote 1).

These two projects are considered essential to the City of Mountlake Terrace's future prosperity. They are situated where direct access is available to regional employment and housing

opportunities and will contribute to the overall success of the regional light rail system. The N-06 and N-05 projects will maximize both access to and ridership on the North Corridor light rail system and should be part of ST3.

The City requests that the evaluation and ranking of the 236th Street parking structure (N-06) and the 220th Street Infill Station (N-05) projects be updated using accurate and complete data. We further request that both projects be included in the scope of ST3. Our priority is the 236th Street parking structure.

Other candidate projects the City supports are N-02: Lynnwood Center Transit to Everett Station, and R-01, ST Express Service. N-02 is an important regional investment in the mobility of people to jobs, goods and services. The chosen alignment should serve the most riders. We feel the Paine Field ridership number is underestimated. R-01 will provide frequent, reliable local commuter transit service, east and west of the LLR spine, to facilitate commuter access to light rail by bus vs. by car.

I would be happy to speak with you and the ST3 staff about the N-06 and N-05 projects at any time. I can be contacted at 425.744.6206.

We look forward to continuing our collaborative work to achieve a highly functional and successful extended light rail system as soon as possible.

Sincerely,

Jerry Smith
Mayor, City of Mountlake Terrace

cc: Joni Earl, Sound Transit Chief Executive Officer
Ric.Ilgenfritz@SoundTransit.org
Kathy.Leotta@SoundTransit.org
Scott Hugill, Interim City Manager
Steve Osguthorpe, Community and Economic Development Director

CITY OF
MUKILTEO
Office of the Mayor

RECEIVED
DEC 28 2015
BY: Board Admin

December 15, 2015

The Honorable Dow Constantine
Chair, Sound Transit Board
401 S. Jackson Street
Seattle, WA 98104

Dear Executive Constantine:

Thank you for your leadership in securing legislative approval for expansion of high-capacity transit in our region. It is exciting to consider the possibilities for Sound Transit 3, but none of this would have been possible without the incredible work of Sound Transit in the last legislative session.

After reviewing the candidate projects for Sound Transit 3, I would like to offer the following comments on behalf of the City of Mukilteo:

- The highest priority for the City of Mukilteo is ensuring that full funding remains in place for ST2 project N22: Mukilteo Sounder Station Access. When ST2 was approved in 2008, it was anticipated that the Mukilteo Multimodal Terminal project would be completed already. Due to delays and changed timelines, the project is now scheduled for completion in 2019 and the City remains committed to ensuring completion of Sounder station access improvements as the Multimodal Terminal is completed.
- The City of Mukilteo is strongly supportive of increasing the capacity of transit systems that would serve Mukilteo residents and employers in particular and residents of the Snohomish County Southwest Urban Growth Area in general.
- The City of Mukilteo remains firmly opposed to the expansion of commercial air service at Paine Field, and opposes the extension of light rail solely intended to support a proposed terminal or commercial service.
- However, an alignment that serves Boeing and other businesses in the Southwest Everett Industrial Center would help connect this important regional economic hub and provide transportation choices. The City supports an alignment along Airport Road (N-02a) to better serve our residents by creating station locations that would be closer to the City and enable bus connections to serve our community. A station location at Airport Road and SR-99 would serve the City's urban growth area and enable innovative transit-oriented development opportunities along the SR-99 corridor. An alternate alignment along SR-99 and Evergreen Way (N-02b) would provide some access to our residents, although less ideal than the Paine Field alignment. The I-5 alignment (N-02c) would be a short-sighted and poor choice that would not connect light rail to important job and housing hubs in the Southwest Everett Industrial Center.
- Many of our residents travel to destinations on the east side of Lake Washington, despite the lack of effective transportation choices. The City strongly supports investments to improve

transit connectivity between South Snohomish County and East King County through bus rapid transit along I-405 between Lynnwood Transit Center and Bellevue Transit Center (E-02a and E-02b). This investment would improve congestion on the corridor and reduce carbon pollution, while giving our residents more choices for their commute.

- The City of Mukilteo strongly supports Community Transit's project to construct *SWIFT 2* from Boeing to Canyon Park. Accordingly, the City supports investments to improve east-west connections at 128th St over I-5 (project N-08).

This is an exciting moment for our region and the City of Mukilteo looks forward to opportunities to partner with Sound Transit to deliver a strong, multimodal transportation system that will reshape the future of our communities.

Sincerely,

Jennifer Gregerson
Mayor

Pc: Sound Transit file
Correspondence file

City of Orting

110 Train St SE, P.O. Box 489, Orting, WA 98360-0489

Phone: (360) 893-2219
Fax: (360) 893-6809

January 20, 2016

Dow Constantine, Chair Sound Transit Board
Central Puget Sound Regional Transit Authority, Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Dear Dow Constantine,

Thank you for the opportunity to again promote a critically important -beyond the spine- project for east Pierce County: *the S-16 'Sounder Rail Extension from Puyallup to Orting'*. East Pierce County will become the home for many of the expected people moving to our region in the next 30 years.

We met with your staff. They described a project of $200 million to not only up-grade the current tracks, but to replace them and to potentially have express service going beyond Puyallup. We hope that a less expensive system can be considered but acknowledge we do not know this business as you do. However, WSDOT recently adopted a philosophy of using "Practical Solutions" instead of strictly adhering to established standards which could make it impossible to achieve important projects.

I wanted to personally thank you for keeping this project in ST 3. East Pierce County needs this project. Anything you can do for the taxpayers in east Pierce County will be greatly appreciated.

Sincerely,

Joachim Pestinger, Mayor
City of Orting

"Small Town – Big View"

CITY OF PUYALLUP
City Manager's Office
Puyallup City Hall
333 S. Meridian
Puyallup WA 98371

January 21, 2016

Dow Constantine, Chair
Sound Transit Board of Directors
401 South Jackson Street
Seattle, WA 98104

Re: City of Puyallup Comments – Sound Transit 3 Candidate Projects

Dear Sound Transit Board of Directors:

We appreciate the continued opportunity to provide comments on the Sound Transit 3 (ST3) draft list of priority projects that may be considered as part of a future ballot measure. Transportation options are a regional issue, and Puyallup appreciates the opportunity to comment on future project considerations. The comments herein follow on our prior letter dated July 14, 2015.

In reviewing the candidate projects approved by the Sound Transit Board last August, we have the following comments. We maintain that a number of projects on this list support and improve the existing Puyallup Sounder station and would encourage their continued prioritization. **Projects S-06, S-07, and S-08 (South Sounder platform extensions, additional South Sounder service)** provide expansions to both the capacity of current commuter rail service as well as future service frequency. The Puyallup station currently has the highest number of boardings for South Sound service and expansion of the existing service would directly benefit our community.

Additionally, Puyallup strongly supports projects on the list which could substantially improve transportation options for South Sound residents. **Projects S-01 through S-05 (Federal Way Link, extension to Tacoma Mall)** each address a component of light rail extension from Kent/Des Moines south to the Tacoma Mall. Extension of this service would provide another necessary option linking Pierce County to King County.

Finally, Puyallup generally supports the inclusion of two additional projects, **projects S-13 and S-16**, to help expand options for Puyallup and other East Pierce County residents. **Project S-13**, enhancing bus service along the Meridian Ave/SR 161 corridor, would serve to provide more efficient transit service, better connecting the city's two Regional Growth Centers to each other and with the surrounding community. Puyallup also supports the concept of **project S-16**, rail extension from Puyallup to Orting, though would prefer to first have a feasibility assessment performed to examine various options for providing a high-capacity transit connection between Orting and Puyallup, including addressing any potential impacts in the Puyallup Station vicinity.

Puyallup continues to support a number of projects on this ST3 candidate project list, and respectfully requests that Puyallup and other East Pierce County jurisdictions are directly benefitted by some of the projects on the final list. Again, thank you for the opportunity to

comment on these potential projects and continue to invest in the transportation choices available in our community.

Sincerely,

Kevin J. Yamamoto
City Manager

cc: Tom Utterback, Development Services Director
Mark Palmer, City Engineer
Rob Andreotti, Public Works Director
Katie Baker, Senior Planner

CityofRedmond
WASHINGTON

January 20, 2016

Dow Constantine, Chair
Board of Directors
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Subject: City of Redmond Comments on the scope of Sound Transit 3 System Plan Candidate Projects

Dear Chair Constantine and Members of the Board,

On behalf of the City of Redmond, thank you for the opportunity to review and comment on the Sound Transit 3 (ST3) candidate projects. The City strongly supports the continued expansion of the regional high capacity transit (HCT) system and believes a 30-year package provides the best opportunity to implement the long term land use and transportation vision of the region and provide for its continued economic vitality.

The following candidate projects represent the City's priorities of connecting Eastside urban centers and connecting the Eastside with the region, and must be included in the draft ST3 System Plan:

1. East Link Extension from Overlake to Southeast and Downtown Redmond (E-01)
2. Sound Transit Regional Express Bus Service (R-01)
3. I-405 Bus Rapid Transit (E-02)
4. North Sammamish Park-and-Ride (E-05)
5. System Access Program for Ped and Bicycle Access, Bicycle Parking and Transit (R-05)
6. Transit-Oriented Development (TOD) Program (R-07)
7. Facilities and Services to Operate and Maintain the System (R-02, R-03 and R-04)
8. Future ST4 System Planning (P-01)

Below is our feedback on specific project elements associated with these candidate projects:

1. **East Link Extension from Overlake to Southeast and Downtown Redmond (E-01)**
   A primary goal of the ST3 System Plan must be to complete the East Link spine from Overlake to Downtown Redmond.

   Southeast Redmond station area

   - Park and Ride: The 1,400 stall garage must seamlessly integrate into the surrounding transit-oriented neighborhood; shared parking and street-level retail should be explored to ensure the garage supports access to East Link and the vibrancy of the neighborhood.

- East Lake Sammamish Trail Connection Through SR 520:
  - The East Link crossing of SR 520 between Southeast Redmond and Downtown should construct the missing section of the East Lake Sammamish Trail (ELST) that connects to the Redmond Central Connector (RCC); completion of the ELST would eliminate the non-motorized access barrier created by SR 520, as noted on page E-7 of the project template.
  - The City and King County propose a partnership with Sound Transit where the City, King County, WSDOT and other stakeholders fund the design and construction of the missing section of the ELST as part of the East Link project; this is the same successful approach being used to fund design and construction of the pedestrian-bicycle bridges at the two Link stations in Overlake as part of ST2.
- Non-motorized Access: Non-motorized access projects should maximize ridership, be consistent with City plans, and provide connections from the Southeast Redmond station to the East Lake Sammamish Trail and Marymoor Park.
- Record of Decision (ROD) Level of Service (LOS) Mitigation: The specific mitigation measures included in the 2011 ROD are inconsistent with current City plans, as the City adopted an updated Southeast Redmond neighborhood plan in 2014. The City proposes that the following alternative mitigation measures be included in the project template to mitigate the impacts identified in the 2011 ROD:
  - 176th Avenue NE Extension from NE 70th Street to SR 202/Redmond Way, in lieu of a southbound right turn pocket on SR 202 at NE 70th Street
  - Roundabout at NE 70th Street and 176th Avenue NE, in lieu of a traffic signal at this location
  - Station and parking garage access provided via NE 70th Street and 173rd Avenue NE (a new street) in lieu of the access plan included in the ROD
- TOD Planning: This station is the City's highest TOD planning priority for ST3; Sound Transit and the City have had initial conversations regarding this site and the City looks forward to continuing to work with Sound Transit over the life of the project to bring high-quality TOD to the Southeast Redmond station area.

Downtown Redmond station area

- Tail Track: The City recognizes the need to include two parallel tail tracks up to 850 feet long with a double crossover at the Downtown Redmond terminal station for train layover and turnback operations only; these tracks will not be used for vehicle maintenance purposes and maintenance will take place elsewhere on the system.
- Redmond/Sound Transit Light Rail Easement (adopted 2012):
  - Sound Transit is responsible for the any relocation of the Redmond Central Connector and NE 76th Street; any replacement shall be of a comparable design quality and shall remain in character with a park-like atmosphere where pedestrians are the priority, per sections 7.5 and 7.6 of the Easement.
  - Replacement plans shall be developed in coordination with the City, and the City shall have final approval of the plans.
  - The cost of providing trail detours during construction must be included in the project template, per section 9.7 of the Easement.

- Urban Design: It is essential that East Link in the Redmond Central Connector implement the City's goals of development in the Downtown urban center, which are: high quality urban design; walkability; pedestrian focused; and maintenance of this corridor as a welcoming green space, rather than a barrier between the north and south sides of Downtown. Sound Transit must coordinate with the City on the design of publicly facing amenities of East Link, such as fencing, track and ballast type, crossings, and landscaping.
- Eastside Rail Corridor Agreements: East Link must be consistent with the 2013 King County utility easement agreement, in addition to the agreements identified in the Issues and Risks section of the project template.

Both station areas

- One Percent for Art: Include "One percent for the art per Sound Transit policy" in the Project Elements section and adjust the cost estimate to reflect this policy if necessary.
- Bus/Rail Integration: The City is concerned there are inadequate funds included in the project templates to facilitate a safe and convenient transfer environment at the stations, as the cost of bus/rail integration is based only on a conceptual design. The City has funded and will work with King County Metro and Sound Transit to develop a bus/rail integration plan for Downtown.
- Station Pick-up and Drop-off: The project template for both stations must include pick-up and drop-off facilities.
- Non-Motorized Access: It is our understanding that specific station access needs will be explored in coordination with the City as the project design advances further.

2. **Sound Transit Regional Express Bus Service (R-01)**
   - Enhanced Service along SR 520 between Redmond and UW: ST3 must include all-day frequent service connecting Redmond to the UW and Brooklyn light rail stations in order to maximize the connectivity benefits of this regionally significant corridor.
   - Expanded Service in key corridors in East King County: ST3 must provide expanded Regional Express Bus Service and capital improvements to connect urban centers on the Eastside and maximize access to the regional HCT system. Frequent transit service must be provided in key regional corridors identified in Sound Transit's Long Range Plan, including convenient connections to the regional HCT system and between:
     - Downtown Redmond and downtown Kirkland
     - Overlake and downtown Kirkland
     - Downtown Redmond, Overlake and Eastgate

3. **I-405 Bus Rapid Transit (BRT) (E-02)**
   - I-405 BRT Implementation: This project should include a dedicated transitway with inline flyer stops, speed and reliability enhancements, off-board payment and vehicles designed for BRT style service.
   - Eastside Access Including NE 85th Street Inline Station: Include improvements to support access to and from Eastside locations, including an inline station at NE 85th Street to expand access to I-405 BRT for Redmond, Kirkland, and east King County residents, and connect commuters from north King and Snohomish Counties to jobs on the Eastside.

4. **System Access Program for Ped and Bicycle Access, Bicycle Parking and Transit (R-05)**
   - UW Station: As part of this program, include additional facilities to improve bus-rail transit integration at the UW Station to provide safe and convenient connections to maximize ridership of the regional HCT system.

5. **Future ST4 System Planning (P-01)**
   - SR 520: In light of the imminent completion of the SR 520 Bridge with the capacity to include light rail, it is important to begin planning for light rail on this bridge to increase mobility between the two largest job centers of the region.

Thank you for considering the City of Redmond's comments. Please contact Joel Pfundt at 425-556-2750 or jpfundt@redmond.gov if you have any questions or would like to discuss any of the City of Redmond's comments on the draft candidate projects.

Sincerely,

Hank Margeson
President
Redmond City Council

cc: Redmond City Council

Denis Law
Mayor

City of Renton

Mayor's Office

January 20, 2016

Sound Transit Board
c/o Board Administrator
Sound Transit
401 South Jackson Street
Seattle, WA 98104

RE: City of Renton Sound Transit 3 System Plan Candidate Projects Comment Letter

Dear Chair Constantine and Members of the Board:

We sincerely appreciate this opportunity to provide feedback on the candidate projects under consideration for inclusion in the Sound Transit 3 (ST3) System Plan. With this letter we acknowledge the scope of the candidate projects that would directly affect the City of Renton and offer our recommendations for how the projects and system plan should be modified to leverage the greatest benefit to regional mobility and the City of Renton.

Our intent with this request for feedback is to recommend a restructuring of two east corridor project elements—E-02 and E-04. Compared to the current project definitions, the modifications outlined below will better meet our desired outcomes for a denser, transit-friendly community, and address the future mobility needs of our city's residents and employees. We request the board fully fund these projects to complement ST3, and we recommend early project implementation. These changes are a key step to gain support from our residents.

Additionally, we acknowledge and support without change the three region-wide/multi-corridor projects that will have a net positive effect on mobility and access (R-01, R-05, and R-07) within our city. We have high expectations that these region-wide/multi-corridor projects will deliver needed transit service hour increases, help shape non-motorized improvements, and leverage transit-oriented development (TOD) potential at bus rapid transit (BRT) station locations.

Proposed Changes

The I-405 Bus Rapid Transit candidate project consists of four build options (derived from two capital investment options) and four operable segments. There is no substantive difference in access to Renton between the different build options. Operable segments B and C are partially within the city. With that context in mind, the following changes to the ST3 E-02 and E-04 candidate project definitions are requested (from north to south, shown in enclosed map):

Segment Definition

To ensure these elements are built as a fully operable project within the overall boundaries of the City of Renton, we are requesting modification of the Segment B definition in addition to the project elements requested below:

- Extend Segment B from North 8th Street to SR 167/Rainier Avenue South/South Grady Way.
- Begin Segment C at SR 167/Rainier Avenue South/South Grady Way.

Without the change in segment definition, implementation of the I-405 Bus Rapid Transit candidate project within the City of Renton would be dependent on funding and completion of two segments. With this change in definition, upon completion of Segment B the BRT would provide access from Bellevue to the entirety of Renton, and would be consistent with Renton's Comprehensive Plan and City Center Community Plan.

North Renton Project Elements

- Eliminate direct access HOV/transit ramps proposed for North 8th Street.
- Eliminate BRT Station at North 8th Street/Park Avenue North with garage and bus layover.

South Renton Project Elements

- Add direct access HOV/transit ramps at I-405/Talbot Road South (or alternately at Rainier Avenue South, Lind Avenue SW or Oakesdale Avenue SW, depending on design constraints) that access to and from the northern portion of I-405.
- Provide Business Access and Transit (BAT) lanes on Talbot Road South between South Grady Way and I-405 direct access ramps.
- Add transit center ("South Renton Transit Center") with joint transit-oriented development and shared-use parking (up to 2,000 spaces) at South Grady Way/Rainier Avenue South.
- Provide BAT lanes on South Grady Way between Talbot Road South and SR 167.
- Provide BAT lanes on SW Grady Way between SR 167 and SR 181.

With these changes the BRT route would travel to Tukwila Amtrak/Sounder Station (City of Tukwila) on arterials. The segment would then resume routing to the Tukwila International Boulevard Station.

Justification for Proposed Changes

Renton is a city of over 98,000 residents that consists of a regional urban center with a large employment base of over 50,000, including over 15,000 Boeing employees. Renton has experienced tremendous growth over the past two decades and is currently planning for residential and employment growth at a level that is higher than any other core city in the region. The ST3 candidate projects as currently proposed do not effectively reflect the changing land use patterns and travel demand that has occurred during these transformative years and that is further envisioned and encouraged to occur in the future.

City of Renton

North Renton
The North 8th Street direct-access HOV/transit ramps project dates back 15 years to 2001 with the approval of Sound Transit Resolution No. R2001-09. The need for the project was based on the planned redevelopment of the Boeing and Kenworth manufacturing plants into a mixed-use community with a wide range of residential, commercial and open space uses. Today that project is no longer being considered and instead the substantial manufacturing base is now planned to continue indefinitely. Since project justification was primarily based on redevelopment, the city does not consider these direct access ramps as a necessary component to mobility improvement in north Renton. Instead the project's amended lifetime budget of $68M should be reallocated to the South Renton Transit Center.

Without the direct-access ramps, the proposed BRT Station at North 8th Street/Park Avenue North with the garage and bus layover is not warranted.

South Renton
Under the current ST3 E-02 candidate project description (either the low or intensive capital option) the I-405 Bus Rapid Transit candidate project would bypass south Renton. To better connect residents and job sites in south Renton (as well as the SR 167 corridor) to the regional transit system, we are requesting a Renton BRT station at a new regional transit center (South Renton Transit Center), envisioned adjacent to the I-405/SR 167 interchange, that would repurpose and redevelop the vacant 8.3-acre former Sound Ford site. At this site the I-405 BRT would connect to the RapidRide F Line as well as routes 101, 102, 148, 153, 167 and 169.

A regional station would support significant area redevelopment and TOD opportunities, many of which are already in early development stages with large office-based employment arriving in this area before ST3 will be realized. Within present zoning, the station area is forecast to be home to 2,575 residents and 8,237 jobs by 2040. When significant TOD occurs in this station area at or near the maximum residential density permitted by current code, it would substantially increase ridership for both Sound Transit's I-405 BRT and local transit service operated by King County Metro including the RapidRide F Line. The new transit center in south Renton would also allow for the shift of regional and pass-through transit trips away from the current Renton transit center to this hub with reduced travel time and improved reliability by avoiding downtown congestion.

We are also proposing that Sound Transit's planned investment in a park-and-ride facility in Renton be transferred from the currently proposed north Renton site (North 8th Street and parking garage/Park Avenue North) to this South Renton Transit Center site in the vicinity of Rainier Avenue South and South Grady Way. Presently the nearly 350-stall south Renton park-and-ride fills to capacity on a daily basis. There is ample evidence of significant latent demand at this location, and the addition of the I-405 BRT is certain to enhance demand even further. This site offers the opportunity to expand commuter park-and-ride access in

this high demand area with development of shared-use parking, as part of a transit-oriented joint development project. Collaboration in the development of such a project between King County Metro, Sound Transit, the City of Renton and a private site developer would offer the potential to lower Sound Transit's costs for project development, as well as operations and maintenance.

For efficient, reliable access to and from the South Renton Transit Center we are proposing direct-access HOV/transit ramps at I-405/Talbot Road South (or alternately at Rainier Avenue South, Lind Avenue SW or Oakesdale Avenue SW, depending on design constraints), as well as BAT lanes on Talbot Road South and South Grady Way. While Resolution No. R2001-09 stated that direct-access ramps at Talbot Road South were infeasible due to its proximity to the I-405 and SR-167 interchange, this project element would introduce ramps coming from the northeast only, rather than the southwest, which is toward the interchange. Therefore the feasibility of this proposal should be evaluated with fresh eyes. Further the rationale for eliminating the ramps was based on an old assumption of a need for full reconstruction of the I-405 and SR 167 interchange, which is now reality with the construction of the SR 167/I-405 HOV direct connector project.

The city has developed more detail for this proposal than reflected in this letter and would be pleased to share that with Sound Transit staff if requested. The plan includes a TOD concept for the station site that would—consistent with current zoning—accommodate 900 residential units, 500,000 square feet of mixed-use retail and commercial space, 2,000 shared-use parking stalls and six acres of new publicly accessible streets, walkways and open space.

Thank you for considering our comments as we plan for our city's future mobility. The projects in the final package presented to voters should be in step with local and regional plans. We welcome close coordination with Sound Transit as the ST3 System Plan continues to develop.

Sincerely,

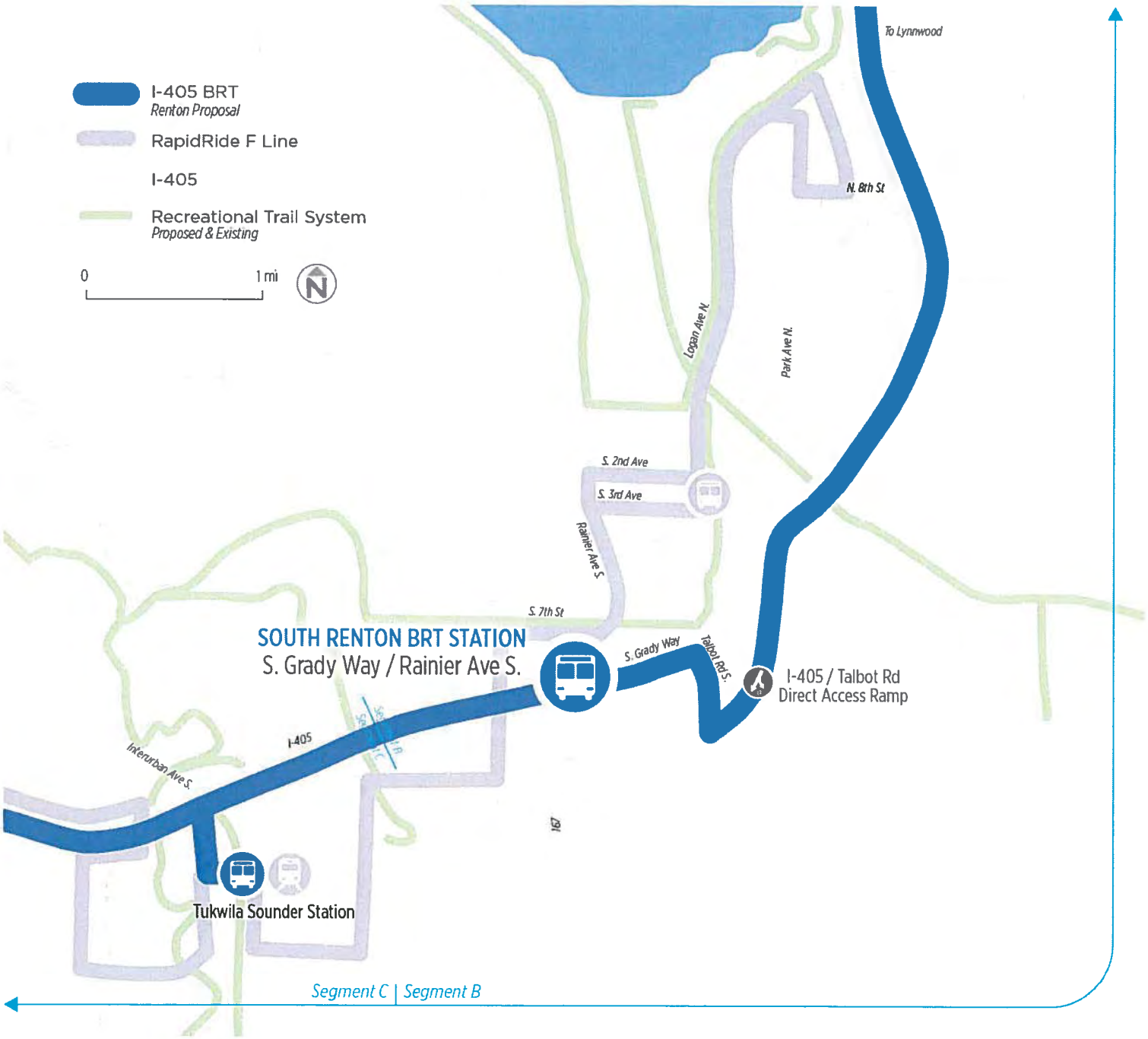
Denis Law
Mayor

Enclosure

DL:aa

cc: Renton City Council
Jay Covington, Chief Administrative Officer
Gregg Zimmerman, Public Works Administrator
Chip Vincent, Community & Economic Development Administrator
Doug Jacobson, Deputy Public Works Administrator, Transportation

16-010


I-405 BRT
Renton Proposal
RapidRide F Line
I-405
Recreational Trail System
Proposed & Existing
0
1 mi
To Lynnwood
N. 8th St
Logan Ave N.
Park Ave N.
S. 2nd Ave
S. 3rd Ave
Rainier Ave S.
S. 7th St
SOUTH RENTON BRT STATION
S. Grady Way / Rainier Ave S.
S. Grady Way
Talbot Rd S.
I-405 / Talbot Rd
Direct Access Ramp
I-405
Interurban Ave S.
167
Tukwila Sounder Station
Segment C | Segment B

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January 26, 2016

Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Subject: ST3 Candidate Projects

Dear Board of Directors:

The City of SeaTac has reviewed the list of candidate projects for Sound Transit's new system plan (ST3) and appreciates this opportunity to provide feedback. While the City's priority projects, as expressed in the attached letter dated July 8, 2015, are addressed in the project descriptions, after further consideration we feel it is imperative to do our due diligence on behalf of our city and the region.

We are now almost 20 years and billions of dollars into our regional transit plan, passed by voters in 1996, and then extended by voters in 2008. Initially voters approved a 10 year plan, that included nineteen stations and 32.6 million per year in ridership. The goals of this plan were to increase urban density and decrease sprawl. Voters were also led to believe that voting for these measures would decrease traffic congestion. None of these projections for ridership, decreased sprawl, and improved traffic have been realized. In fact the opposite is true.

Projections from the Puget Sound Regional Council (PSRC), for build-out of 72 miles of light rail and doubling of bus service in 2040, at a cost of almost 80 billion dollars, show transit ridership going from 3.1 percent of all trips to 4.3 percent. Traffic congestion on arterials would get worse and despite aggressive land-use assumptions for density around light rail stations, sprawl would continue. Certain corridors in and out of downtown Seattle during peak hour do show higher ridership, but as a regional plan our goal should be to attract new riders, not merely shift riders from busses to rail.

Lastly, before we lock this region into technology that may be obsolete long before the bonds are repaid, and given the rapid growth of autonomous vehicle technology, we believe it is essential to ensure any further investments also support future technology trends. Indeed, the Transportation 2040 Update states, "New technologies, such as autonomous vehicles, have the potential to significantly alter the demands placed on the region's transportation system and the assumptions embedded in Transportation 2040." In fact, this emerging technology suggests a reprioritization of new investments away from rail transit and toward increasing road capacity. This would improve traffic congestion in short-term, but also support long-term transportation trends.

Mayor
Rick Forschler

Deputy Mayor
Michael J. Siefkes

Councilmembers
Kathryn Campbell
Peter Kwon
Tony Anderson
Pam Fernald
Erin Sitterley

Interim City Manager
Donny Payne

Assistant City Manager
Gwen Voelpel

City Attorney
Mary Mirante Bartolo

City Clerk
Kristina Gregg

To that end we would like the following questions answered by Sound Transit and PSRC staff using the Transportation 2040 Update projections, which assumes 72 miles of light rail and doubling of bus service.

1. What will be the total number of trips taken in the region each day and how many will be in single occupancy cars, carpools, busses, light rail, and commuter rail?
2. How many **new** transit riders will be riding busses, light rail, and commuter rail and what is the approximate cost to attract each new rider to those modes?
3. How many more hours of delay will there be in our arterials over 2010 levels?
4. Which highways will be tolled and what happens to the 300+ miles of HOV lanes?
5. For the average household what percentage of jobs will be within 30 minutes of light rail and/or transit?
6. What will be the average speed for light rail and busses?
7. What steps are underway to re-evaluate the core assumptions of Transportation 2040 based on recent autonomous vehicle developments?
8. How will Sound Transit mitigate "hide and ride" parking in the neighborhoods around light rail and commuter rail stations?

Specifically addressing the final item, we continue to experience parking impacts at the Tukwila International Boulevard (TIB) Station, which includes "hide and ride" into adjacent neighborhoods. Given this persistent parking shortage the City strongly advocates for additional parking at the TIB station, whether or not ST3 is approved by the voters in 2016.

Sincerely,

Rick Forschler
Mayor, City of SeaTac

cc: SeaTac City Council
Interim City Manager Donny Payne
CED Director Joseph Scorcio

Encl.

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July 8, 2015

Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Subject: System Plan (ST3) Draft Priority Projects List

Dear Board of Directors:

The SeaTac City Council recently received a briefing on your long-range planning progress and appreciates the opportunity to provide input on the draft list of priority projects for Sound Transit's new system plan (ST3).

As you know, the City of SeaTac supported Sound Transit's Legislative request for authority to seek ST3 funding from voters. As a major Sound Transit hub with three light rail stations reaching into our community, we remain interested in the success of transit throughout our region.

As a major stakeholder in your system, we respectfully request that the Board consider the following SeaTac priority projects during your deliberations on ST3:

- **Expansion/addition of parking facilities at the Tukwila International Boulevard (TIB) Station**. We strongly believe the opening of Angle Lake Station will not result in any reduction in the need for additional parking at TIB. The impacts on our community of the "hide and ride" public are already considerable at the TIB Station, and will only continue to impact our neighborhoods. The station is a key component in the light rail transit spine and suffers from a lack of adequate parking. We request the addition of this item to your list of "Enhancements Supporting the Existing System."
- **Light Rail Redondo/Star Lake project and light rail extension from Kent/Des Moines to Tacoma Mall**. Our support of the Federal Way Link Extension as currently funded in ST2 also reflected our interest in the system developing south to Tacoma to better serve those wishing to visit or do business in our community. We request retention of these items in the "Realigned Projects" and "Corridors from ST2 High-Capacity Transit Studies" priority projects lists, respectively.
- **Express bus route from West Seattle to Burien connecting to routes serving Seattle-Tacoma International Airport.** This route is generally reflected in Project 13 in the 2014 Long-Range Plan. The north-south service provided by the light rail spine suffers from a lack of east-west connections. With traffic to Sea-Tac Airport projected to increase from the 37.5 million air passengers per year in 2014 to 66 million air passengers per year by 2034, a more robust circulation system that avoids state highways and city streets is of

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paramount importance. We request that you include this element in the priority project list of "ST Express services to support the existing system."

- **South King County High Capacity Transit (HCT) Corridor Study project to develop light rail from Downtown Seattle to West Seattle modified to extend to Burien and connect to the spine serving Sea-Tac Airport**. The original HCT study extended the corridor from Downtown Seattle to Burien but has since been truncated to terminate in West Seattle. As mentioned above, the phenomenal growth forecasted for Sea-Tac Airport requires forethought in developing an enhanced high capacity transit system with significant east-west corridors. We request the retention and modification of this project in the "Corridors from ST2 High-Capacity Transit Studies" priority projects list.
- **Infill light rail station at Boeing Access Road**. This multi-modal station project would connect heavy and light rail, facilitating the transfer of patrons between Link and Sounder systems and broadening the system's connectivity and overall ridership opportunities. The project, originally approved by voters in 1996, can help capitalize on the area's potential for significant employment growth and better utilize existing infrastructure investments. The station will also provide greater access to the Museum of Flight, one of the region's premier tourist destinations. We request retention of this project in your list of "Enhancements Supporting the Existing System."

The SeaTac City Council understands that projects included on the Board's adopted ST3 priority lists will be subject to further evaluation to include costs, benefits and impacts to communities. We therefore retain our right to comment further as the projects develop and as the impacts and benefits to the City of SeaTac are studied further.

The SeaTac City Council values its long and productive relationship with Sound Transit through the development of the Tukwila International Boulevard Station, SeaTac/Airport Station, Angle Lake Station and, most recently, the environmental review for the Federal Way Link Extension. We look forward to learning the outcome of the Board's deliberations on these important system expansions.

Sincerely,

Mia Gregerson
Mayor

c: SeaTac City Council
City Manager Todd Cutts
Asst. City Manager Gwen Voelpel
CED Director Joseph Scorcio

City of Seattle

January 25, 2016

Peter Rogoff
Sound Transit CEO
Union Station
401 S. Jackson St.
Seattle, WA 98104

RE: Acknowledgement of ST3 candidate projects

Dear Mr. Rogoff:

The City of Seattle appreciates the opportunity to provide the following comments on the development of the ST3 system plan and our priority candidate projects.

Seattle and the Puget Sound region continue to grow rapidly. In just the past five years alone, Seattle added 70,000 residents and 63,000 jobs. Unfortunately, our regional mass transit system remains decades behind where it needs to be to accommodate this growth. In order to realize the more livable and equitable city and region we desire, ST3 must continue the progress approved by voters in 1996 and 2008. We need to connect our regional centers in Tacoma, Everett and Redmond and expand light rail to more dense residential and employment centers in Seattle, and we need to do it as quickly as we can.

But we face a reality that even under the best circumstances most of these light rail connections are more than a decade or two away, and there is a growing disconnect between the long-range vision of ST3 and the immediate transportation needs Seattle and our region face today. The speed, reliability and capacity of light rail is critical for our city and region, and we strongly believe an ST3 proposal that invests immediately in key regional transit corridors will not only help address today's transportation crisis, but also garner stronger public support. With this in mind, the City of Seattle requests that ST3 fund near-term transit in Seattle and throughout the region to address immediate needs, while planning and building out light rail over the life of the plan. Some project concepts are suggested below.

The ST3 proposal must not only consider the system capacity needs of the next increment of light rail expansion, but must also address the long-term capacity needs of the region. The Downtown Seattle Transit Tunnel (DSTT) is a regional asset (44% of commuters destined for the 515,000 jobs in Downtown originate from outside Seattle), but one that represents the greatest constraint on regional rail capacity. Without the ability to run more trains through Downtown Seattle than the

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DSTT can accommodate, our future investment in regional light rail will be permanently constrained.

The following are short descriptions of the top priority projects and programs Seattle needs to see in ST3. Additional program and project priorities are included in the attachment. We fully understand that each corridor project included in the ST3 System Plan will undergo a complete environmental and corridor analysis planning process subsequent to ST3 voter approval. In this process, corridor alternatives will be more fully developed and evaluated. Specific alignment and station locations will be considered and presented to both the public and the ST Board, and both will have several opportunities to weigh in and propose new alternatives for consideration. Only after the public and environmental planning processes are completed will the board recommend a specific alignment and station location. The ultimate alignment and station locations will then be solidified during the final design phase. Seattle plans to remain engaged throughout this process, and expedite it whenever possible to help build the transit system we need in our city and this region as quickly as possible.

Early Transit Deliverables – Seattle supports and requests the inclusion of early delivery transit projects and service enhancements that provide needed immediate transit capacity to regional destinations that may have to wait ten or more years for light rail service. Examples of this concept include: Funding operation costs of bus rapid transit lines on future light rail corridors to a Link level of service frequency until light rail can be constructed in the corridor; speed and reliability capital improvements; and early delivery of light rail infill stations.

New Regional Light Rail Tunnel in Downtown Seattle – Seattle supports a new regional light rail tunnel in Downtown. This new tunnel will ensure long-term capacity and reliability for the light rail lines originating in Tacoma, Redmond, and Everett as the regional system matures and continues to expand in the future. We applaud the opportunity to provide significantly increased capacity for the Tacoma Link connection by terminating in Ballard, and likewise, terminating Everett Link in West Seattle.

Downtown Seattle to West Seattle Light Rail – Seattle supports building light rail from Downtown Seattle to West Seattle, and would like to work with Sound Transit on integrated station area planning. Sound Transit estimates this light rail extension will carry 50,000 people per day. The alternative analysis/environmental process for the corridor should vet alignment options through a public participation process and consider the ridership, cost, equity and impact tradeoffs.

Downtown Seattle to Ballard Light Rail – Seattle supports building light rail from Downtown Seattle to Ballard through the Interbay corridor. Sound Transit estimates this light rail extension will carry 133,000 people per day. The alternative analysis/environmental process for the corridor should vet alignment options through a public participation process and consider the ridership, cost, equity and impact tradeoffs.

Additional Light Rail Station in the Vicinity of SR99 and Harrison Street – Seattle supports inclusion of this station in the Downtown to Ballard corridor, which provides access to the Seattle Center and South Lake Union, and provides urban station spacing serving existing dense land uses and regional transportation connections, as well as intense future growth. Today there are 70,000 jobs in the Uptown, South Lake Union and Denny Triangle neighborhoods, with another 20,000 jobs in the development pipeline in those same neighborhoods. And according to the Center City Commute Mode Split Survey, 42% of commuters destined for South Lake Union originate from outside Seattle. It is also important to note that this station would provide additional access to the Seattle Center and the 12,000 annual events attended by more than twelve million people, 50% of whom visit from outside of Seattle.

Additional Light Rail Station in Interbay – Seattle supports this station in the vicinity of W. Newton Street and 15th Avenue W. serving the Outside – West Urban Village and the Ballard-Interbay Manufacturing and Industrial Center. We understand that the profile of this station will be determined pending further project definition.

Infill Light Rail Station: Graham Street – Seattle supports constructing this infill light rail station as an early deliverable project to quickly increase access to the regional light rail system. Seattle has committed a $10 million contribution from the voter-approved Move Seattle Levy to support this project.

Infill light rail station: 130th Street (Lynnwood Link) – Seattle supports this infill station being constructed and opened as part of the Lynnwood Link Extension. This approach will eliminate the risk of constructing a station while light rail is operating. This station will provide appropriate urban station spacing between the Northgate and 145th Street stations, and provide access to the growing and diverse communities of Lake City and Haller Lake.

Madison Street BRT – This bus rapid transit project will provide important regional high capacity transit on an east-west corridor connecting the 4 million annual ferry passengers at Coleman Dock, regional Link light rail, the First Hill regional medical center, Seattle University and dense housing on Capitol Hill. This project is a critical regional connection because only 40% of workers drive to First Hill and 56% are coming from outside Seattle. The project will be built to a high level of bus transit priority with dedicated transit lanes in more than 50% of the corridor and headways every 6 minutes or less. Seattle supports this project with a capital contribution from ST3 and a partial operating contribution to fund the remaining headways to bring the service frequencies up to Link light rail level of service. ST3 funding for this project would leverage committed local funding from the Move Seattle Levy as well as State funding. Additionally, Seattle will apply for federal funding to help pay for the full cost of implementing the project.

Incentives for Local Jurisdiction - The need to deliver transit projects as quickly as possible is clear and there should be zero patience for local jurisdictions, including Seattle, creating roadblocks and delay to the speedy delivery of the regional system. Seattle strongly supports the creation of incentive programs for jurisdictions that are willing to expedite permitting/review processes and additional incentives for jurisdictions that are willing to commit to local funding partnerships.

Transit Oriented Development Program – Seattle supports this funding program, that provides additional support for analysis of transit oriented development (TOD) opportunities and the potential for affordable housing. However, we suggest the following changes to the program: 1) expand the scope of eligibility to all existing and planned Sound Transit rail stations; 2) expand the scope to include community TOD planning, policy assistance, and education for communities planning for rail; 3) work closely with local government, housing authorities, and non-profit housing developers and providers to ensure affordable housing is strongly considered throughout the TOD program planning, development and implementation; 4) increase the budget of this program to include the expanded scope included above.

Seattle also has a strong interest in ensuring robust public comment and participation in the development of the ST3 plan. We would like to see Sound Transit staff pay particular attention to public outreach and engagement in communities of color, low income communities, and non-English speaking communities. We would like to see Sound Transit work closely with non-profit and community based organizations on these outreach strategies and meet with these groups as requested prior to the release of a draft plan, in particular in areas with new candidate projects. Most importantly we want to ensure that ideas generated and concerns express through these meetings are strongly considered by the Sound Transit staff and board in developing the ST3 plan.

Seattle applauds the work of Sound Transit in its project labor agreements to ensure we have high apprenticeship utilization rates, strong DBE and WMBE participation, and high usage of well-trained, local unionized labor. We encourage the Sound Transit Board and staff to look at adoption of priority hire practices to ensure that the workers in the region who live in economically distressed areas are benefiting from large construction projects that will come along with ST3 adoption.

The future success of Seattle and our region depends on our ability to move a growing number of people safely, efficiently and reliably. The stakes for ST3 are high. The ST3 plan must be developed recognizing that job and residential growth in the region have occurred differently than envisioned in the original Sound Transit Long Range Plan. Sound Transit must put forward a system plan to voters this fall that isn't simply the product of a federated Board of Directors, but one that is prioritized based on the economic and mobility needs of the region, one that will make immediate investments in transit service, and one that will set the longer-term course to achieve our vision of a regional light rail system.

ST3 presents an opportunity to relook at the scale of the light rail system being built. Are the track ways and stations being overbuilt? Are they appropriate for the transit service and the context for which it is being provided? Are there ways to deliver the system faster and more efficiently? Seattle supports Sound Transit's ongoing efforts to answer these questions and ensure light rail is 'right sized' so our regional dollars are stretched further.

We appreciate the opportunity to continue a successful partnership with Sound Transit and support the expansion of the regional transit system to provide safe, efficient and sustainable transportation choices for all transit riders. If you have any questions about the content of this letter, please do not hesitate to contact Seattle's Sound Transit Board members, Mayor Murray and Councilmember Rob Johnson, or our staff contact Andrew Glass Hastings at Andrew.glasshastings@seattle.gov. Thank you again for the opportunity to comment.

Sincerely,

Edward B. Murray
Mayor

Bruce Harrell
Council President / District 2

Councilmember Tim Burgess
At-Large / Position 8

Councilmember M. Lorena González
At-Large / Position 9

Councilmember Lisa Herbold
District 1

Councilmember Kshama Sawant
District 3

Councilmember Rob Johnson
District 4

Councilmember Debora Juarez
District 5

Councilmember Mike O'Brien
District 6

Councilmember Sally Bagshaw
District 7

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ATTACHMENT A
Additional Program and Project Priorities

C-13 West Seattle/Junction to Burien Transit Center/SeaTac LRT - Seattle supports this corridor being constructed following the completion of corridors C-01, C-03, and C-02 with connections to Ballard and West Seattle, as well as, an extension from Ballard to the University District. If this corridor is not included in the ST3 System Plan, we want to ensure that the design of C-03 will account for and accommodate this future extension to the south.

C-01g Additional LRT Extension and Potential Station to the Ballard High School/65th Street Vicinity – Seattle supports this extension and station serving 65th Street and Ballard High School. If this extension is not included in the ST3 system plan, we want to ensure that the design will account for and accommodate this future extension and station.

C-02 Ballard to University District LRT – Seattle supports this corridor being constructed following the completion of corridors C-01 and C-03 serving Ballard and West Seattle. If this corridor is not included in the ST3 System Plan, we want to ensure that the design of C-01 will account for and accommodate this future extension to the University District. We also suggest that Sound Transit evaluate and consider changes to the University District Station design that can be made with the current ongoing construction that would benefit future transfer or interlining connections with this corridor.

C-07 Transit Tunnel Improvements Enabling Increases in System Frequency – Seattle supports these system improvements and requests Sound Transit to consider implementing automated train control when this tunnel connects to West Seattle, and if it no longer serves the Rainier Valley.

R-05 System Access Program – Seattle supports this funding program, which provides for a 50% match for pedestrian, bicycle and transit access improvement in light rail station areas. This program will provide an opportunity to leverage Move Seattle Levy funding on projects such as Accessible Mt Baker and transit access improvements at the Rainier Beach Link Station. Seattle would also recommend inclusion of policy language to allow local jurisdictions the flexibility to use park and ride funding for system access projects. Such flexibility could result in local jurisdictions providing residents more frequent and reliable transit service rather than the construction of parking garages. Seattle also encourages Sound Transit staff to look into the possibility of entering into lease agreements with local parking provides to serve the park and ride lots rather than incurring the expenses associated with structured garage parking.

R-06 Innovation and Technology Fund – Seattle supports this funding program, which provides for research and development of new transit technologies (e.g., customer information systems, fare payment, connected and driverless vehicles, and safety systems), new business models with private service and shared transportation providers, new data and analysis programs, and expanded transportation demand management programs.

P-01 Future System Planning (ST4) – Seattle supports this funding of the future ST4 System Plan.

P-05 HCT Study: Light Rail Extending from West Seattle to Burien and SeaTac Airport Station – Seattle supports this future study providing direct light rail connectivity to the airport from the West Seattle Link light rail corridor.

P-07 HCT Study: Light Rail from Ballard to Crown Hill – Seattle supports this study extending light rail to the Crown Hill neighborhood. This extension is consistent with Seattle's long-range high capacity transit vision, identified in the Seattle Transit Master Plan.

P-08 HCT Study: Light Rail on SR 522 – Seattle supports this study, which extends light rail to Lake City. This extension is consistent with Seattle's long-range high capacity transit vision, identified in the Seattle Transit Master Plan.

P-09 HCT Study: Light Rail from Ballard to Bothell via Greenwood, North Seattle, and Lake City - Seattle supports this study, which extends light rail to Lake City and destinations north to Bothell. This extension to Lake City is consistent with Seattle's long-range high capacity transit vision, identified in the Seattle Transit Master Plan.

SHORELINE CITY COUNCIL

Chris Roberts
Mayor

Shari Winstead
Deputy Mayor

Will Hall

Doris McConnell

Keith A. McGlashan

Jesse Salomon

Keith Scully

January 21, 2016

The Honorable Dow Constantine
Chair, Sound Transit Board
Sound Transit
401 South Jackson Street
Seattle, WA 98104

RE: Shoreline Response to ST3 Candidate Projects N-9 and N-10

Dear Chairman Constantine:

The City of Shoreline greatly appreciates inclusion of High Capacity Transit on SR 523/145th and SR 522 as candidate ST3 projects. We are pleased that the Board recognizes the regional importance of investing in the 145th/State Route 523 Corridor as an integral part any ST3 system package. The City of Shoreline and our partners Lake Forest Park, Kenmore, Bothell and Woodinville are submitting a joint coalition letter supporting the entire corridor. This letter is Shoreline's specific response to Candidate Projects N-9 and N-10 which affect 145th Street through Shoreline.

The City is working cooperatively with Sound Transit staff on the 145th Street Multimodal Corridor Study which identifies the benefits of multi-modal transportation improvements to this corridor. That study will specify improvements necessary to complete ahead of the opening of the 145th Street light rail station. Investing in high capacity transit (HCT) on the 145th Street corridor east of I-5 will ensure the success of light rail in north King County and Snohomish County and the effectiveness of our city's and region's transit system.

The City is pleased overall with the analysis and cost estimates of the projects and we accept the project information with a few additional requested considerations identified below. Specific to the 145th Street Corridor and Candidate Projects N-09a/N-09b, Shoreline suggests the following key items and issues to consider related to Project N-09a and N-09b:

- **N-09a/N-09b project strongly supports Sound Transit's system integration objectives.** The proposed improvements are consistent with and supportive of King County Metro's long range plan and provide for a high number of transit connections from within the City of Shoreline and

17500 Midvale Avenue N ◆ Shoreline, Washington 98133
Telephone: (206) 801-2700 ◆ www.shorelinewa.gov

the region to the 145th Street light rail station. We believe that future regional transportation projects should maximize the investments of ST2, and this project has clear and direct benefit in integrating the transit network to the light rail spine investment.

- **High ridership**. While Sound Transit's ridership numbers for N-09a/N-09b are significant, they do not accurately reflect the potential ridership on 145th Street and do not reflect localized trips, local land use plans, and regional transit integration which affect ridership estimates. City staff will follow up with Sound Transit to provide ridership estimates that address these concerns.

- N-**09a/N-09b project is necessary and essential for non-motorized access to the station.** Currently barriers exist for pedestrians and bikes to access the proposed light rail station at 145th Street. Buses currently do not effectively utilize the 145th Street corridor due to traffic congestion. Without ST3 Projects N-09a/N-09b, the region will not realize the benefits of the significant light rail investment at 145th Street because multimodal access to the proposed light rail station is inadequate. Implementing N-09a/N-09b will enable non-motorized access to the light rail spine, which is essential considering Sound Transit projections that 75% of the daily 6,000 boardings at this station are assumed to be by walking, biking, or by bus.

- **Land use and Development/TOD Potential.** The Sound Transit analysis does not fully capture local land use plans. Through our 145th Station Area Planning effort, the City of Shoreline has been planning for higher densities to occur in the 145th Street corridor. The planning effort recognizes the TOD opportunities provided by the Sound Transit investments in the 145th Street Corridor. The City anticipates completing the station area plan later this year with the City Council currently scheduled to adopt revised zoning in this area in September 2016.

- **Land use and Development - Population**. Existing and projected population counts are under reported. The City of Shoreline Planning Department values are as follows: 2014 pop/acre = 26.1, 2040 pop/acre = 35.2. These are 3.5 times greater than ST3 reported counts.

- **Socioeconomic Benefits - Population**. Existing and projected population counts within ½ mile of potential stations are under reported.

- **Momentum.** Project N-09a in particular provides for Sound Transit to capitalize on the momentum created through planning efforts by the City of Shoreline. We are developing a preferred design concept for 145th Street that is consistent with N-09a and reflects feedback from our community and support of multi-agency stakeholders, including Sound Transit, SDOT,

and WSDOT. Sound Transit can move forward with a high degree of confidence that this project is supported by the community and stakeholders.

Thank you again for this opportunity to acknowledge these important projects and provide input. These are exciting times for our region, and these transit improvements will go a long way toward building a better future for our communities. We look forward to continuing our collaborative work to achieve a highly functional and successfully integrated regional transit system.

Sincerely,

Christopher Roberts, Mayor
City of Shoreline

CC: Sound Transit Board
Shoreline City Council
Peter Rogoff, Sound Transit CEO
Debbie Tarry, Shoreline City Manager

RECEIVED
JAN 08 2016
BY: Board Admin

CITY OF SNOHOMISH

Founded 1859, Incorporated 1890

116 UNION AVENUE ▫ SNOHOMISH, WASHINGTON 98290 ▫ TEL (360) 568-3115 FAX (360) 568-1375

January 5, 2016

Hon. Dow Constantine, Chairman
Sound Transit Board of Directors
c/o Board Administrator
401 Jackson Street
Seattle, WA 98104

Re: Comments Concerning Proposed Alignment of Light Rail from Lynnwood to Everett for ST3

Dear Chairman Constantine:

We are aware of the final analyses being reviewed now by the Sound Transit Board for the ST3 ballot measure, and we believe that the choices to be made for light rail alignment are critical for this program's success in our region. While our City is not currently a part of the RTA, our community has a significant stake in the outcomes of this proposed transit project because of its importance to our citizens and transit riders.

On behalf of the City of Snohomish City Council, I wish to communicate that our City supports the extension of light rail from Lynnwood to Everett via the southwest Everett industrial center at Paine Field (Project N-02a) and also extending this alignment from Everett Station to North Everett (ProjectN-01) to serve Naval Station Everett and the County's growing higher education campuses located in North Everett. We believe that these alignments for potential expansion of light rail services are essential to maximize ridership and long-term value for this transit system in Snohomish County. We appreciate your attention to these comments and for considering our views as the Sound Transit Board deliberates over important choices for the ST3 projects list.

Sincerely,

Karen Guzak
Mayor

c: City Council
Sound Transit Board Members Dave Somers, Dave Earling and Paul Roberts
City of Everett Mayor Ray Stephanson

CITY OF
SUMNER
WASHINGTON

1104 MAPLE STREET, SUMNER WA 98390

January 21, 2016

The Honorable Dow Constantine
Sound Transit Board Chair
Union Station
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Mr. Constantine:

Thank you for your request of comments on the scope of the candidate projects for ST3 that affect the City of Sumner. Through your process, please consider the following:

Project S-16 would be the most successful at reducing congestion by extending commuter rail service to McMillin. Not only does this fulfill the promise to the City of Sumner to try to find regional solutions that limit the increase of cars needing to park at the Sumner station, but it also greatly helps reduce congestion on SR 162 rather than add to it. All previous discussions of buses on SR 162 never work because the buses are stuck in the same congestion, rendering them useless at best and adding to the problem at worst. By contrast, a rail stop greatly benefits Orting, South Hill, Pierce County and the residents of the new Tehaleh development.

Project S-14 would cause a problem by putting buses onto SR410 where there is already limited capacity due to heavy congestion. Any improvements to SR162 should also include improvements to SR410/SR167. How much right-of-way may be required to make the transit queue jump lanes work both on SR162 and at the SR410/Traffic Avenue interchange? Is that even feasible? Again, all of eastern Pierce County would be much better served by the rail extension in Project S-16 than additional buses that would be trapped in traffic on the Orting Highway.

Project S-13 *could* be beneficial, adding capital improvements on Meridian/SR161 in Puyallup to increase bus speed, reliability, and convenience; however, this project would face the same challenges regarding right-of-way and feasibility as Project S-14 above.

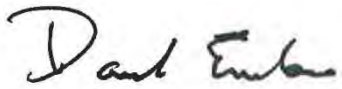
Project S-15 needs clarification could be troublesome. It looks to add 4,000 additional structured parking stalls to the South Sound stations but does not specify where. Does this mean a second parking garage for Sumner? The as-yet unbuilt first garage already requires Sound Transit to

assist in fixing major traffic challenges for access, especially the Traffic Avenue intersections/overpass with SR 410. Any hint at a second garage would not only increase the concern of additional traffic to Sumner's downtown and residential areas, but it could also derail the existing process to build the much needed first garage from ST2. Project S-16 seems to fulfill the promises made to Sumner in ST2, but Project S-15 seems to opt instead to feed the fear that Sound Transit will take over and potentially destroy our communities for parking.

Project S-06 should focus on reduced headways. If I have to choose between lengthening platforms and reducing the headways to 1-hour throughout the day for commuter rail I would vote for reducing headways. More frequent trains would do far more to increase access to service for riders utilizing the Sumner station then lengthening platforms.

Thank you again for our continuing partnership to bring effective transportation solutions to our community and to the region. Please let me know if you have any questions about these items and how they would be effective given the existing and future parameters within and around our city.

Sincerely,



Mayor David Enslow

Cc:
John Galle, City Administrator
Bill Pugh, Public Works Director
Mike Dahlem, City Engineer
Ryan Windish, Interim CD Director

City of Tacoma

January 21, 2016

Dow Constantine, Chair
Sound Transit Board of Directors
401 S. Jackson Street
Seattle, WA 98104-2828

Dear Chair Constantine:

On behalf of the City of Tacoma, I want to thank you for this opportunity to once again engage with Sound Transit on the development of the next set of regional high-capacity transit investments. The potential ST3 ballot measure comes at a critical time for the City of Tacoma and for the region: our continued prosperity relies on this continued investment in our regional transit infrastructure, and our **shared** prosperity relies on ensuring an **equitable** regional transit system that serves the needs of all of our citizens.

Tacoma is poised for a bright future. We are the second largest city in the Puget Sound region and the most important business employment center in the South Sound. Over the past two decades, Tacoma has seen a significant renaissance, with substantial reinvestment in the downtown and increased growth and vitality in the city's eclectic neighborhoods. Recognizing Tacoma's role in the region, the Puget Sound Regional Council designated Tacoma as a Metropolitan City, serving as Pierce County's civic, cultural and economic hub and a focal point for future population and employment growth. Through our Comprehensive Plan update and subarea planning, Tacoma is ready to accommodate 127,000 new residents and 97,000 new jobs over the next 25 years. **This is a role that we Tacomans have embraced.**

With this momentum behind us it is important not to stand pat and say "job well done" but to recommit to the regional vision we have adopted and the blueprint for achieving it. Tacoma is the right place, and this is the right time, for this investment.

Overall I applaud both the timing and the bold scope of the ST3 candidate projects and while I acknowledge the many projects that would enhance regional service to Tacoma, I offer the following comments on the priority projects in our jurisdiction.

Central Link (S-03 or S-04: Kent-Des Moines to Tacoma Dome Light Rail)

- The Central Link expansion from Sea-Tac to the Tacoma Dome is the City's priority first and foremost.
- Our preference is to complete the Central Link along the I-5 Corridor.

S-08: Additional Sounder Service

- The City supports expanding the frequency and quality of Sounder Service to Tacoma and making the service available to a broader population. The City will provide additional comments on this project as more details on the scope and costs of this project become available.

S-11 Tacoma Link Extension to Tacoma Community College

- There is significant transit-oriented development potential beyond what is outlined in the Sound Transit scoring, given the major medical, recreational, and educational destinations on this proposed route. This potential should be more fully considered.
- We would ask Sound Transit to re-evaluate the cost assumptions related to this project as we feel it could be accomplished in a more cost effective manner.

In terms of the methodology that Sound Transit has used to evaluate the candidate projects, I would suggest two refinements overall. First, I believe that there is greater transit-oriented development potential in conjunction with the proposed Tacoma project list than is currently represented in the scoring. Second, I believe the cost assumptions could be lowered by looking at design alternatives for each route. I would ask Sound Transit staff to work closely with City Planning and Public Works staff over the next few months to identify strategies to reduce the anticipated project costs and to ensure a cost-efficient system investment.

Sincerely,

Marilyn Strickland, Mayor
City of Tacoma

City of Tukwila

Allan Ekberg, Mayor

Mayor's Office – David Cline, City Administrator

January 20, 2016

Sound Transit Board
c/o Board Administration
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Dear Board Members:

Thank you for the opportunity to provide comment on the Candidate Project Evaluations for potential ST3 projects. We appreciate the extensive work that the Board and staff at Sound Transit have devoted to this process and for your efforts to include feedback from jurisdictions and other partners.

As you will recall, throughout the ST3 planning process, the City of Tukwila has focused on two key candidate projects: the infill light rail station at Boeing Access Road and the infill commuter rail station at Boeing Access Road.

These projects remain our top priorities for ST3 and we believe they are valuable projects, for both the region and the City of Tukwila.

Both projects reflect the Sound Transit Board's priorities for ST3 laid out during the beginning of your process, and have a significant constituency of residents, employers and employees who are working together in coalition to urge the inclusion of these projects into the final ST3 package.

Our analysis of the Candidate Project Evaluation forms for both the light rail and commuter rail infill stations at Boeing Access Road does not agree with some of the information presented about each project. Specifically, we would like to provide comment on the following areas:

- As to system integration, City staff has been deeply involved in King County Metro's update of its long range plan. Under the draft 2040 transit network proposed by Metro, most of the express routes to Seattle are shown to stop at light rail and commuter rail stations at Boeing Access Road. While current System Integration may show as a "Medium," it is clear that the opportunity for a multi-modal connection for light rail and commuter rail service at this location would allow for significant system integration in the future.

- Regarding the "ease of non-motorized access," it appears that Sound Transit does not take into account planned construction activities in 2016 that will add a new 10' sidewalk for combined pedestrian and bicycle use. This project is fully funded and construction will begin later this year. In addition, Tukwila's Walk and Roll plan identified the Boeing Access Road corridor, from 51st Ave. S. in Seattle westward through the North Tukwila Manufacturing and Industrial Center (MIC) area as a

bicycle friendly route, with additional dedicated bicycle lanes as the priority in our Walk and Roll Plan. Sound Transit also does not appear to consider the close proximity of the Green River Trail, a nearly 20-mile regional bicycle and pedestrian trail to which there are connections within a half mile of the infill stations. The Green River Trail connects to several large employers in the North Tukwila MIC as well as large employers and activity centers to the northwest and south not served by high capacity transit. Tukwila has recently constructed bike lanes in the area to connect Boeing Access Road and the North Tukwila MIC to the Green River Trail.

- We agree that the addition of this station would serve two PSRC-designated regional centers. In fact, the North Tukwila MIC is currently the only designated regional center that has light rail passing directly through it without a stop. Given Sound Transit's mandate to connect our region's designated centers with high capacity transit, the addition of these two infill stops directly serves the agency's mission.

- The City of Tukwila is particularly puzzled as to how we rated as "Low" on plans and policies that support station area development. In 2007 the area around the station was rezoned for additional development, including a special height exception area to promote density, and Tukwila's Comprehensive Plan specifically articulates objectives for guiding long-range growth and development in the area, citing light rail as one of the means to this end. In addition, we have a number of other City policies that support these projects, including reducing reliance on SOVs for employees in and out of the MIC, transportation policies to spur alternative transportation systems and leveraging the stations at Boeing Access Road to bring in significant transit-oriented employment growth at the southern edge of King County International Airport.

- The classification of the area's market support is equally concerning. Sabey Corporation owns 62 acres of developable land within the 0.5 mile radius. This area has been upzoned by both Tukwila and Seattle to allow office, retail, restaurants and entertainment uses, and is only one example of underdeveloped land in the area. Our analysis shows that 46% of the privately-owned acreage within one mile of the stations location is either vacant or meets both Washington State and King County's criteria for being classified as "underutilized." With development pressures occurring north in Seattle, development opportunities will continue to move south of downtown. In fact, many former warehouse spaces in north Tukwila have already converted to office uses over the past two decades, bringing a significant amount of employees into the North Tukwila area.

- Finally, we disagree with the agency's analysis of the employment within the 0.5 mile radius. A cursory look at Tukwila's business licenses within 0.5 miles of the stations show in excess of 900 employees just on the west side of Interstate 5, and does not include the many employees on the east side, many of whom are a part of the coalition supporting these stations. Today, over 11,000 employees work in this area, most with no access to public transportation, though light rail goes over head and the Sounder passes through many times a day. With the area projected to go to up to 25,000 employees by 2035, investments in public transit are most certainly sorely needed.

In addition to these points, we would hope that Sound Transit would strongly weigh the commitment by the City area employers (Sabey, BECU, Group Health, Raisbeck Engineering, MacDonald Miller, and others) and regional institutions – such as the Museum of Flight – to support a "last mile" shuttle program to facilitate more passengers to and from the stations. These community partners, working with Sound Transit, are offering to develop and support the funding of a "last mile" shuttle program that can directly connect employers, organizations and neighborhoods to the stations at Boeing Access Road, significantly increasing access and usage. This opportunity for a public/private partnership could be a boon for both employers and employees, as well as help Sound Transit maximize the agency's investment in the area and meet its obligations for connecting regional centers with high capacity transit.

Finally, early on Sound Transit identified one of its key priorities as a commitment to social-economic equity. The residential neighborhoods around the proposed Boeing Access Road infill stations are some of the most diverse within the agency's service area, and yet the area has been coined locally a "transportation desert." The inclusion of these projects would go a long way to help not only the residents of Tukwila, but those in Skyway, South Seattle, SeaTac, Boulevard Park and Burien connect with high capacity transit in a way that doesn't begin with a trip in a single occupancy vehicle, which is currently the only option for many in these neighborhoods. If these neighborhoods are once again left out of access to high capacity transit, it will be another 30 years until they get another opportunity.

Again, thank you for the opportunity to comment. We would be happy to provide any additional information that would be helpful to you as you work toward a final package to put toward the voters in November of 2016. Please do not hesitate to contact Rachel Bianchi at (206) 454-7566 or via email at rachel.bianchi@TukwilaWA.gov any time.

Sincerely,

Allan Ekberg
Mayor

January 20, 2016

"Citizens, business and local government; a community commitment to our future."

Chairman Dow Constantine
Sound Transit Board Members
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Chairman Constantine and Members of the Board:

The City of Woodinville appreciates the opportunity for acknowledgment and feedback to the Sound Transit Board about the Sound Transit 3 (ST3) Program currently being considered. The City has joined with other north end cities, Bothell, Shoreline, Lake Forest Park, and Kenmore in support of the proposed projects in the SR 522 corridor, and we applaud Sound Transit for including these potential projects in the ST3 Program, with a letter stating this position. In addition to this letter, the City, in reviewing the entire draft proposal of ST3, would like to provide additional feedback and requests for the Board to consider as it moves forward in its deliberations, discussions, and decisions.

The citizens of Woodinville have contributed to funding Sound Transit since its inception in 1996 with the hope of someday having direct connection and service from Sound Transit to their community. Several projects in the proposed ST3 Program will bring direct connections and service much closer than what currently exist, but all end before reaching Woodinville. The City respectfully requests that the following projects listed in the ST3 Program be extended to reach Woodinville with further explanation below:

E-03 – Kirkland/Totem Lake to Issaquah LRT
E-06 – BRT on Eastside Rail Corridor from Kirkland to Bellevue
N-10 – BRT on SR 522 to the Vicinity of UW Bothell

The current ST3 as presented, has the first two projects, Kirkland to Issaquah LRT, and BRT on Eastside Rail Corridor, ending at Totem Lake in Kirkland. This is about 3.5 miles south of Woodinville. King County currently owns this section of the Eastside Rail Corridor and Sound Transit already owns the easement to install and operate high capacity transit on it. We ask that these projects be extended to Woodinville so as to provide its residents direct connection to the well-functioning Sound Transit high capacity transit system.

Project N-10, BRT on SR 522 to the Vicinity of UW Bothell is currently proposed to end about 1.5 miles from the City. We request that this project be extended to Woodinville for all the reasons stated in the joint cities letter to you. By extending BRT to Woodinville, the direct connection to Sound Transit's high capacity transit system for Woodinville citizens will be made at a small incremental cost increase.

17301 133rd Avenue NE • Woodinville, WA 98072-8534
425-489-2700 • Fax: 425-489-2705, 425-489-2756
printed on recycled paper

Thank you again for the opportunity to provide comment and feedback on the ST3 package currently under review and consideration. When all combined, the projects will provide the region a high capacity transit system that will provide necessary service that its users can be proud of. By making the two small adjustments requested above, the citizens of Woodinville can be made part of the regional system, having direct access to it.

Sincerely,

Bernard W. Talmas, Mayor
City of Woodinville

Attachment 1: Map Showing Requested Extension – Eastside Rail Corridor
Attachment 2: Map Showing Requested Extension – SR522 BRT
Attachment 3: Location of Trip Origins to Seattle on SR522

Attachment 1

E-01
REDMOND TECHNOLOGY CENTER TO SE REDMOND TO DOWNTOWN REDMOND (EAST LINK)

E-02
I-405 BUS RAPID TRANSIT

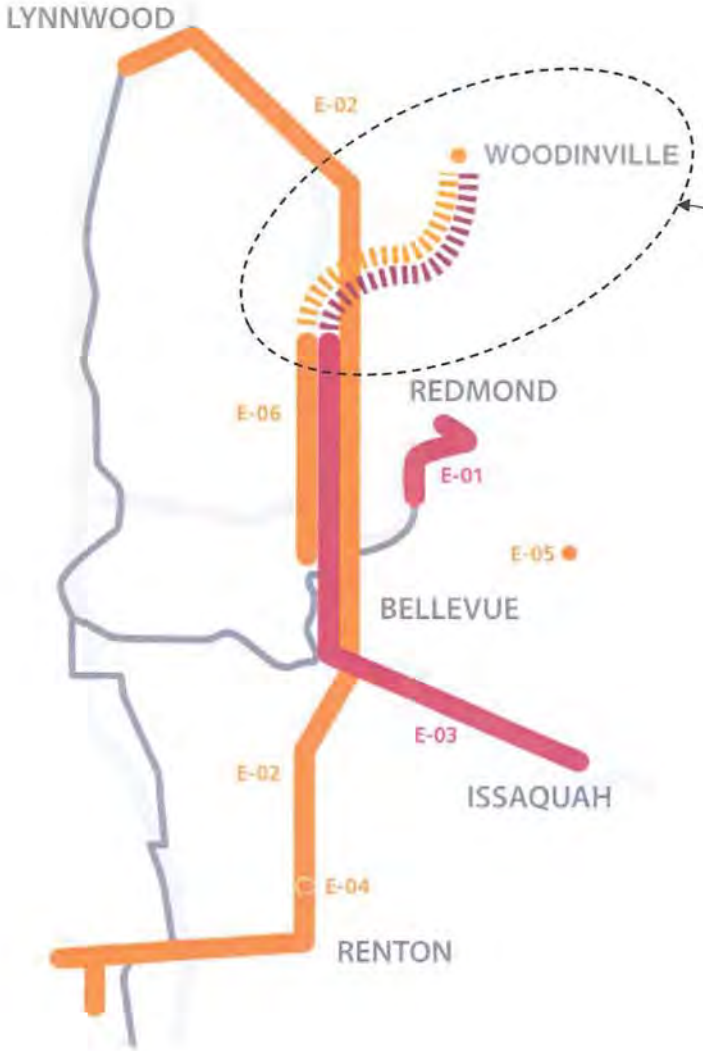
- **E-02a-SegA:** Lynnwood Transit Center to Bellevue Transit Center (Lower Capital)
- **E-02a-SegB:** Bellevue Transit Center to Renton (N 8th) (Lower Capital)
- **E-02a-SegC:** Renton to Tukwila (Lower Capital)
- **E-02a-SegD1:** Tukwila to SeaTac (Lower Capital)
- **E-02a-SegD2:** Tukwila to Burien (Lower Capital)
- **E-02b-SegA:** Lynnwood Transit Center to Bellevue Transit Center (Intensive Capital)
- **E-02b-SegB:** Bellevue Transit Center to Renton (N 8th) (Intensive Capital)
- **E-02b-SegC:** Renton to Tukwila (Intensive Capital)
- **E-02b-SegD1:** Tukwila to SeaTac (Intensive Capital)
- **E-02b-SegD2:** Tukwila to Burien (Intensive Capital)

E-03
KIRKLAND/TOTEM LAKE TO ISSAQUAH VIA BELLEVUE LRT

E-04
HOV DIRECT ACCESS AT RENTON/N 8TH STREET

E-05
NORTH SAMMAMISH PARK-AND-RIDE

E-06
BRT ON EASTSIDE RAIL CORRIDOR FROM KIRKLAND TO BELLEVUE



LRT/BRT on Eastside Rail Corridor Proposed Extension to Woodinville

MAP KEY

- Light Rail ST2
- Highway
- Light Rail
- BRT
- New stations, stops or enhancements

Attachment 2

N-01
EVERETT STATION TO NORTH EVERETT LRT

N-02
LYNNWOOD TO EVERETT LIGHT RAIL

- **N-02abc-SegA:** Lynnwood Transit Center to 164th/Ash Way
- **N-02ab-SegB:** 164th/Ash Way to 128th
- **N-02a-SegC:** 128th Street SW to Everett Station via Southwest Everett Industrial Center (Paine Field) via 41st Street
- **N-02a-SegD:** 128th Street SW to Everett Station via Southwest Everett Industrial Center (Paine Field) via Pacific Avenue
- **N-02b-SegC:** 128th Street SW to Everett Station via SR 99/Evergreen Way via 41st Street
- **N-02b-SegD:** 128th Street SW to Everett Station via SR 99/Evergreen Way via Pacific Avenue
- **N-02c-SegB:** 164th/Ash Way to 128th Street SW
- **N-02c-SegC:** 128th Street SW to Everett Station via I-5

N-03
EDMONDS PERMANENT STATION

N-04
INFILL LIGHT RAIL STATION: 130TH STREET (LYNNWOOD LINK)

N-05
INFILL LIGHT RAIL STATION: 220TH STREET (LYNNWOOD LINK)

N-06
MOUNTLAKE TERRACE PARKING GARAGE

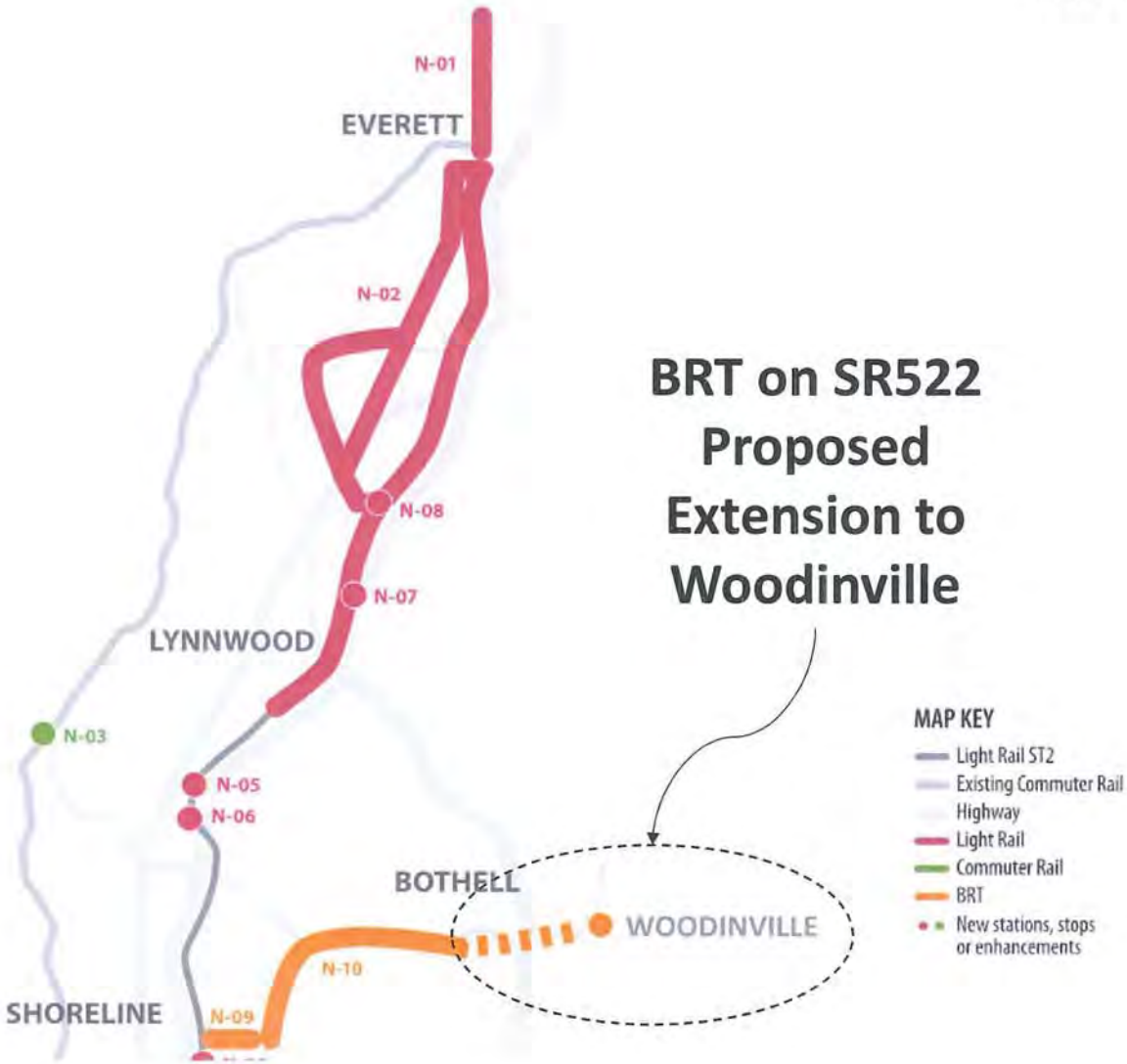
N-07
NEW I-5 CROSSING AT 164TH STREET SW

N-08
NEW I-5 CROSSING AT 128TH STREET SW

N-09
BRT ON SR 523/145TH TO CONNECT TO LINK STATION

- **N-09a:** Lower Capital
- **N-09b:** Higher Capital

N-10
BRT ON SR 522 TO THE VICINITY OF UW BOTHELL



Attachment 3

Who Uses the Corridor?

SR 522/NE 145th carries 84,000 people every day. This map shows where those corridor users are traveling*

Percentage of total corridor daily traffic by location

Fewer Trips — More Trips

What are the top destinations of corridor users?

AM (Westbound)	PM (Eastbound)
74% → Shoreline, Seattle	28% → Kenmore
11% → Downtown Seattle, First Hill, South Lake Union	27% → Kirkland
	20% → Bothell
8% → Everett, Lynnwood, SW Snohomish County	11% → Woodinville & points east

* Measured from a screenline at SR 522 and 61st Ave

Slide from Fehr & Peers (Traffic Engineer Consultant) presentation to Kenmore City Council on January 12, 2016

Location of Trip Origins to Seattle

(Note the Amount of Trips originating in Woodinville going to Seattle)

communitytransit

Emmett Heath, Chief Executive Officer

January 21, 2016

Dow Constantine, Board Chair
Sound Transit
401 S Jackson St.
Seattle, WA 98104-2826

Re: Comment and Acknowledgment Letter on ST3 Candidate Projects

Dear Chair Constantine:

Thank you for the opportunity to comment on the ST3 candidate projects. Community Transit has closely followed development of ST3 and is actively coordinating with Sound Transit staff on integration of existing and future light rail and bus networks.

Completion of the light rail spine to Everett Station (project N-02) is Community Transit's highest priority in the scope of ST3. Growth in regional travel demand requires the capacity, speed and reliability of a fully developed rail network. Community Transit's long range vision assumes completion of this spine and complementary Swift BRT services that we will build to provide effective connections to Sound Transit rail.

We strongly support projects N-07 and N-08 providing new east-west transit infrastructure across Interstate 5 at 128th St SW and 164th St SW. These locations are among the most congested interchanges in the region and both will be important access points to Link light rail. Most passengers will access rail at these interchanges via the bus network. Community Transit is planning and implementing Swift BRT on 128th St SW and 164th St SW, in part, to provide a robust connection to Link. Projects N-07 and N-08 will be absolutely critical in providing a reliable and efficient connection between bus and rail.

Considering the importance of bus/rail integration at 164th St SW and Interstate 5, Community Transit also requests that Sound Transit consider expanding the scope and financial contribution toward project N-07 to include completion of the north-facing direct access ramps at Ash Way Park & Ride. Bus access to Ash Way Park & Ride will be a high priority throughout the ST3 project cycle. Buses in the I-5 corridor experience longer running times and higher operating costs because the ramps are incomplete. A fully developed direct access facility at Ash Way Park & Ride would provide faster, more reliable travel for customers and lower operating costs for both Community Transit and Sound Transit buses. Once Link LRT is complete to Ash Way, the direct access ramps would be an important component of a fully-integrated bus/rail station.

We also encourage a modified scope for project R-05 System Access Program. This is an important project describing improvements outside the immediate footprint of stations to enhance multimodal access to light rail. While transit is mentioned in the project description, the emphasis appears to be primarily on bicycle and pedestrian infrastructure. Given that most

7100 Hardeson Rd. Everett, WA 98203-5834 ph (425) 348-7100 TTY Relay: 711 www.communitytransit.org

riders will access LRT via bus, R-05 should also include transit priority treatments on roadway approaches to congested stations that facilitate effective integration of bus and rail.

ST Express bus is Sound Transit's highest ridership mode and will continue to play a vital role as ST3 is built out. Project R-01 describes ST Express but does not yet identify the scope or goals for this service. We believe ST Express is a critical component of ST3, providing system access in future HCT corridors during the decades leading up to completion of the LRT spine in 2035. Specifically, in the North Corridor, ST Express will be vital to maintaining and building the transit market between Everett and Lynnwood as light rail is being developed and constructed.

Again, thank you for the opportunity to provide comments on the scope of ST3 candidate projects. Community Transit looks forward to continued partnership and coordination with Sound Transit as you plan and implement the regional transit system.

Sincerely,

Emmett Heath

Emmett Heath

Chief Executive Officer

U.S. Department
of Transportation

**Federal Highway
Administration**

Washington Division

Suite 501 Evergreen Plaza
711 South Capitol Way
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January 27, 2016

HFO-WA/

Dow Constantine, Chair
Sound Transit Board
401 S. Jackson St.
Seattle, WA 98104-2826

**FHWA Comments on Sound
Transit 3 (ST3) Candidate Projects**

Dear Mr. Constantine:

Thank you for allowing FHWA to provide early input on the development of Sound Transit 3 (ST3) Candidate Projects, the next set of regional high-capacity transit investments that Sound Transit (ST) plans to present to voters next November. We appreciate the opportunity to be engaged in this process. We understand that ST will be receiving input from jurisdictions, the citizens we serve, our partners, and stakeholders across the region, which will continue to inform and shape ST3's vision.

We hope that the comments we have provided will ensure that the ST3 candidate project development is done in a way that enhances the long-term efficiency and operation of all the travel modes in our Interstate highway corridors. We want to assure that we work together and reach a common understanding of the scope and initial assumptions of the proposed ST3 projects.

FHWA focused our comments on ST3 Candidate Projects proposing to construct transit facilities within Interstate Right of Way (ROW) and on those projects we thought most likely to require future FHWA approvals. FHWA's comments, included in the enclosed spreadsheet, are at a very broad, high-level. We understand that these projects are still evolving and detailed comments are not appropriate at this time. Since they are so broad, these comments should not be viewed as FHWA's endorsement of approval of any particular alternative at this scoping phase of the planning process. FHWA's involvement will be better refined on each of the potential projects as ST moves through the development of the ST3 plan. We tried to identify in our comments the project elements included in candidate project reports which were of interest to FHWA. We also noted any elements that appeared to have been overlooked or that were included unnecessarily.

Thanks again for the opportunity to review these candidate projects so early in the process. We hope that our ongoing involvement will result in a more efficient project delivery process.

Sincerely,

DANIEL M. MATHIS, P.E.
Division Administrator

By: Susan Wimberly, P.E.
Field Operations Team Leader

Enclosure

FHWA Comments on ST 3 Candidate Projects within Interstate Right of Way (ROW)

The following comments are given from a broad level conceptual approach. They in no way endorse or represent FHWA's approval at this scoping phase. FHWA reviewed just those projects we thought FHWA involvement was highly likely.

Overall

Overall	ST3 Candidate Projects with Interstate ROW	Land use	Using Interstate right of way as a primary conduit as opposed to an arterial like SR 99 de bases the opportunity for appropriate urban densification and it's commensurate economic development.
Overall	ST3 Candidate Projects with Interstate ROW	Interstate Safety	The light rail should be located such that full Interstate standards can be met and the current and future safety, operations, and maintenance needs of the Interstate facility are not compromised.
Overall	ST3 Candidate Projects with Interstate ROW	Interstate Safety	Any art installations shall follow the WSDOT Design Manual policy on public art.
Overall	ST3 Candidate Projects with Interstate ROW	Interstate Safety	Constructing the light rail facility within the Interstate right-of-way increases the probability of fixed object crashes. Placing the light rail within the Interstate right-of-way may require guardrail/barrier where currently there is none. The addition of guardrail/barrier would be another fixed object that is closer to the roadway.
Overall	ST3 Candidate Projects with Interstate ROW	Interchange Congestion	Since the light rail extensions appear to serve car-based commuters and relies heavy on the existing Interstate, Interchanges, and Park and Ride lots, the ST3 projects may have the potential to increase trips on I-5 as well as the local system adjacent to those lots and interchanges. Sound Transit will need to study these effects and may need to mitigate this impact.
Overall	ST3 Candidate Projects with Interstate ROW	Interchange Congestion	Several of the existing Interchanges and Park & Ride Facilities in which ST has identified as potential stations are already congested. We have concerns that placing stations at existing interchanges could significantly increase congestion and decrease safety. ST will need to identify impacts to those interchanges and ensure that the proposed light rail will not prohibit future interchange improvements nor should ST actions result in increased cost to WSDOT to improve those interchanges in the future. This should be considered in the compatibility report development.
Overall	ST3 Candidate Projects with Interstate ROW	Future Improvements	A base assumption should be all crossings are grade separated unless there is a compelling reason, regardless of cost. Span lengths should fully span interstate facilities including any future expansion.
Overall	ST3 Candidate Projects with Interstate ROW	Future Improvements	Sound Transit should consult with WSDOT to ensure any future improvements within WSDOT Interstate or State Route Right of Way do not preclude replacement of fish barrier culverts.
Overall	ST3 Candidate Projects with Interstate ROW	Future Improvements	If the Interstate is limited and constrained by a light rail facility, this could make future Interstate modifications more expensive, possibly prohibitively more expensive. For example, instead of having usable right-of-way for a drainage ditch, WSDOT may have to build more expensive enclosed drainage facilities. Or if there are modifications to the clear zone, this may require expensive retaining walls and barrier instead of having available right-of-way for side slopes and clear zone.
Overall	ST3 Candidate Projects with Interstate ROW	Future Improvements	As ST continues to refine proposed alignments specifically light rail along Interstate 5, they will need fully account for other highway right-of-way needs, known and unknown. Some of those needs include staging areas for future highway improvement projects, such as drainage; detention ponds; ITS equipment; lighting; signing; noise walls; landscaping; and opportunities for other future environmental mitigation needs. Accommodation of transit on Interstate right of way can be allowed only if there is no need of that right of way for improvement of Interstate facilities or other highway purposes.
Overall	ST3 Candidate Projects with Interstate ROW	Alignment within the Interstate ROW	As ST further studies these projects and refines the interstate alignments, we suggest ST also consider an alternative that includes running the light rail extensions in the Interstate median. A median alternative has potential for less environmental impacts, possibly provide more operational benefits, and lessens the impacts to the interstate future highway needs by not constraining the highway. ST should consider the median option fully in the EIS and not eliminate it purely for reasons of cost. Initial costs should not be the sole consideration, mitigation and life cycle costs need to be fully considered.
Overall	ST3 Candidate Projects with Interstate ROW	Alignment within the Interstate ROW	The other favorable placement of the light rail extension would be located outside of or at the extreme outer limits of the I-5 right-of-way.
Overall	ST3 Candidate Projects with Interstate ROW	Parking	If these light rail extension are to serve car based commuters then additional parking needs to be considered. If Sound Transit is assuming to acquire (temporary during construction or permanent) WSDOT parking lots then they could potentially be displacing highway users' parking at park and ride lots. This will need analysis and may require mitigation.
Overall	ST3 Candidate Projects with Interstate ROW	Parking	If ST is anticipating purchasing Park and Ride lots where they place light rail stations then FHWA will have to approve of Park and Ride lot disposals. In order to approve of the disposals ST will need to show that the lots are no longer needed for Hwy purposes, which is a higher standard than what is required for FHWA to approve an airspace lease to accommodate transit. This has proven to be challenging for the S. Bellevue Park and Ride lot, and will likely also be challenging for other lots that ST may have targeted for purchase, given that existing P&R lots are already at capacity. There is a current need for more capacity at Park and Ride lots, therefore ST should consider adding capacity as a part of the ST improvements.

North Corridor

N-02abc	Lynnwood Transit Center to Everett Station	Light Rail	In this section a median alternative has potential for environmental benefits.
N-02abc	Lynnwood Transit Center to Everett Station	Light Rail	ST should consider tunneling under interchanges to allow more flexibility in future interchange improvements and avoid impacts to existing interstate facilities to be consistent with 23 CFR 710 Subpart D to ensure that FHWA can approve the transit accommodation where it does not preclude future highway improvements. This is especially important at complex interchanges such as I-405 and 525 to I-5, 526 and 527 to I-5, 41st to I-5, and potential other locations.
N-02abc-SegA	Segment A: Lynnwood Transit Center to 164th/Ash Way LRT	Light Rail	ST needs to make sure that their design does not constrain WSDOT's ability to make improvements to the I-5/I-405 system Interchange.
N-02abc-SegA	Segment A: Lynnwood Transit Center to 164th/Ash Way LRT	Light Rail	Lynnwood has a proposed project to extend Poplar Way over I-5. This did not show up in the issues and risk section of the segment write-up.
N-02abc-SegA	Segment A: Lynnwood Transit Center to 164th/Ash Way LRT	Light Rail	Due to congestion, ST should consider tunneling under at 128th St. interchange to allow more flexibility in future interchange improvements and avoid impacts to existing noise walls, trails etc....
N-02abc-SegB	Segment B: 164th/Ash Way to 128th LRT	Light Rail	Truck parking at the Silver Lake Rest Area is an accommodation for the trucking/freight mobility focus area. That function should be maintained and enhanced.
N-02abc-SegB	Segment B: 164th/Ash Way to 128th LRT	Light Rail	This alternative artificially eliminates a median option by not considering removing or changing the south Everett station park and ride lots. ST needs to reconsider these changes as a possibility to study a median alternative.
N-02c-SegC	Segment C: 128th to Everett Station LRT	Light Rail	ST should consider tunneling under at SR 526/527 and 41st Interchange with a possible Pedestrian walkway to the mall.
N-02c-SegC	Segment C: 128th to Everett Station LRT	Light Rail	ST should consider another alternative that leaves the Everett Mall station and follows SR 99 North. SR 99 is very close to I-5 in this location. This alternative avoids the very constrained SR526/I-5 and the I-5/41st Street interchanges and may have more economic benefit.
N-02c-SegC	Segment C: 128th to Everett Station LRT	Light Rail	The northern section of this alternative has noise walls very close to the I-5 shoulder. They will need to be accommodated or revised.
N-03	Edmonds Permanent Station	Commuter Rail	We believe this project was completed under an FHWA EIS dated 2004 so any updates would require our involvement
N-05	Infill Light Rail Station: 220th Street (Lynnwood Link)	Light Rail	If this station is advanced at some future time, then FHWA involvement will be required. Parking is a concern at this suburban location.
N-06	Parking structure for 236th Street aerial station Mountlake Terrace	Light Rail	Median Direct Flyer Stop Ramps are currently located at this location. The planned action for those ramps and the inline stop should be provided. There may be reason to involve FHWA if actions are within the limited access right of way.
N-09	BRT on SR 523/NE 145th ST to connect to Link Station	BRT	The improvements on 523 will likely impact I-5. FHWA involvement will be required in that event.
N-10	BRT on SR 522 to the vicinity of UW Bothell	BRT	The improvements on 522 will likely impact I-405. FHWA involvement will be required in that event.
P-03	HCT Study: Access and connection on NE 145 St from SR 522 to Link Light Rail	HCT	Please coordinate with FHWA, as we will likely have comments on the I-5 Connection and possible congestion improvements.

Eastern Corridor

E-03	Kirkland/Totem Lake to Issaquah Via Bellevue LRT	Light Rail	This plan leaves a gap in the system along I-90 between Bellevue Way and Eastgate. That connection should be provided to eliminate the out of direction link through downtown Bellevue and provide a more desirable route to Eastgate.
E-05	North Sammamish Park and Ride	Bus	High potential to impact cultural resources along lake Sammamish.

South Corridor

S-03	Federal Way Transit Center to Tacoma Dome Station via I-5	Light Rail	ST should consider grade separation with interchanges to allow more flexibility in future interchange improvements and avoid impacts to existing interstate facilities to be consistent with 23 CFR 710 Subpart D to ensure that FHWA can approve the transit accommodation where it does not preclude future highway improvements. This is especially important at complex interchanges such as SR-18.
S-03	Federal Way Transit Center to Tacoma Dome Station via I-5	Light Rail	There possibly is a high pressure gas line on the east side of I-5 in the Fife area.
S-03-SegB	South Federal Way to Fife via I-5	Light Rail	I-5 in this area is not owned in fee by WSDOT but by easement with private and tribal landowners.
S-03-SegB	South Federal Way to Fife via I-5	Light Rail	There is an active interchange study to improve the operations at 54th St. Interchange. There are several potential risks in this location, the ongoing interchange study has an alternative that includes C/D roads and the ROW is owned by the tribe.
S-03-SegB	South Federal Way to Fife via I-5	Light Rail	ST may want to consider an alternative that leaves I-5 in Fife and uses the 509 limited access facility in the industrial area through Tacoma.
S-03-SegC	South Federal Way to Fife via I-5	Light Rail	There is an approved Interchange Justification Report for the I-5 Port of Tacoma Interchange on file. The planned improvement will construct a couplet with Port of Tacoma Road providing the southbound movement, and a parallel road providing the northbound movement.
S-03-SegC	Fife to Tacoma Dome Station via I-5	Light Rail	It appears the 2 stations are closely spaced (Portland Ave/Tacoma Dome) and Portland Ave has no parking.
S-03-SegC	Fife to Tacoma Dome Station via I-5	Light Rail	I-5 in this area is not owned in fee by WSDOT but by easement with private and tribal landowners.
S-03-SegC	Fife to Tacoma Dome Station via I-5	Light Rail	The I-5 Puyallup River Bridges will not accommodate expansion for light rail.
S-17	Sounder Expansion to DuPont	Commuter Rail	Seems like 125 stalls and 126 stalls at Tillicum and DuPont isn't enough.

First Hill Improvement Association
1425 Broadway #281
Seattle, WA 98122

January 14, 2016

SoundTransit Board of Directors, Mayor Murray, City Council Members and Director Kubly,

The First Hill Improvement Association (FHIA) is excited by the prospect of splitting the Central Light Rail spine in half, and the addition of a second Downtown Seattle Transit Tunnel as first introduced at the December SoundTransit Board Meeting. We ask that the SoundTransit Board, King County Council, and The Seattle City Council include a potential alignment under First Hill for this new tunnel as part of the overall project study.

A stop on Madison, east of I-5 would support existing and planned infrastructure improvements as well as provide a reliable connection between South King County, South Lake Union and the high density and swiftly growing residential and employment center of First Hill.

This idea is succinctly captured by the Seattle Transit Blog post titled "A Proposal for Madison Station" (http://seattletransitblog.com/2015/12/15/a-proposal-for-madison-station/). This post recommends that SoundTransit consider routing the line eastward in order to capture the large walkshed east of I-5 which includes the region's major medical services area and the rapidly growing residential population of First Hill.

FHIA recognizes that this will be one of the last major transportation infrastructure projects that SoundTransit will undertake for awhile. It presents a unique opportunity to provide high-quality N-S transit service connecting the First Hill neighborhood to the region as a whole.

At this time we do not propose a stop location, design, or any preferred options. We simply put forward the idea of a stop east of I-5 as one supported by the community and worthy of exploration. Our goal is to include the feasibility of a First Hill station in the actual planning and scoping for the DSTT2 by SoundTransit, rather than limit it to the 5th and Madison stop already mentioned.

We are fully appreciative of the scope and timeline of ST3 as well as the fact that a station located under First Hill will have its own unique civil engineering and geological challenges, however, it behooves us to think big for the future benefit of the ever growing First Hill residential and medical communities.

The FHIA Board, comprised of residents and representatives from First Hill businesses including all three of the major medical institutions, believes that this is an opportunity worth pursuing, and encourages your planners to retain the option to place a stop east of I-5 on Madison should the DSTT2 line be included in the SoundTransit 3 package.

We look forward to a continued partnership with SoundTransit to bring regional transit systems and services and improved mobility to the Central Puget Sound, including First Hill.

Sincerely,

Gordon Werner
Chair, FHIA Transportation Committee

Alex Hudson
Director, First Hill Improvement Association

Mary Ellen Hudgins
President, FHIA Board

January 19, 2016

Chairman Dow Constantine and Sound Transit Board
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Chairman Constantine and Members of the Board:

The Mayors of Bothell, Kenmore, Lake Forest Park, Shoreline, and Woodinville are jointly writing to acknowledge proposed projects N-09, N-10, and P-08 as system plan candidates for Sound Transit 3. We are pleased to see these projects listed and with the detailed project information provided.

As we stated in our July 8, 2015 joint letter requesting inclusion in the ST3 plan, these projects are critical for the SR 522/523 corridor as growth and congestion continues in the North Lake part of the region:

1. Bus Rapid Transit on SR 522 and NE 145th Street (SR 523)
2. Structured Parking on the SR 522 Corridor
3. Study for Future Light Rail

We greatly appreciate that the above requests are addressed in N-09, N-10, and P-08 and we ask that you consider the SR 522 and SR 523 projects as one joint project in your further deliberations. We strongly urge you to retain this joint project in the final ST3 system package. SR 522/NE 145th Street is a major east-west transit corridor that is key in connecting riders to the light rail spine and making the overall transit system work—building a complete network that ensures transit system success.

There are additional compelling arguments to keep candidate projects N-09, N-10, and P-08 in the final ST3 package, including the following:

- **Early Win**. Given the projected cost and infrastructure already in place along this corridor, projects N-09 and N-10 should be delivered early to connect riders to the light rail spine upon opening in 2023. All components of these projects, including the proposed parking structures, will be needed for this early win.

- **One Corridor, One Project**. BRT on SR 522 and continuing onto 145th St. will be essential to getting riders to and from the new 145th Street light rail station scheduled to open in 2023.

- **Connection of Regional HCT Spines**. N-09, N-10, and P-08 will link the two regional High Capacity Transit spines—I-5 Light Rail Spine and I-405 Bus Rapid Transit.

- **Low Cost, High Ridership**. Looking at cost per rider coupled with its strong market for ridership, BRT on the 522/145th corridor is a relatively inexpensive project that will yield high ridership.

- **Multi-Jurisdiction Support**. The SR522/145th St. corridor projects are interregional and cross over subarea lines. As a result, multiple jurisdictions are united behind proposed projects N-09, N-10, and P-08.

- **Major Cross-Lake Corridor with a Wide Geographic Reach**. SR 522 carries 20% of cross lake trips today, connecting north end communities with the region's employment centers on both sides of the Lake. N-09, N-10, and P-08 will provide critical transit services for this major corridor as the region grows.

In addition to the cities of Bothell, Kenmore, Lake Forest Park, Shoreline and Woodinville, the project enjoys multi-jurisdiction support from surrounding cities as well as strong grass-roots citizen support. The 522 Transit Now! coalition has formed around this very issue and they have gathered hundreds of signatures and supporters. We strongly believe that N-09, N-10, and P-08 are projects that our communities will be excited about and will rally around.

Thank you again for this opportunity to acknowledge these important projects and provide input. These are exciting times for our region, and these transit improvements will go a long way toward building a better future for our communities.

Sincerely,

Christopher Roberts, Mayor
City of Shoreline

Jeff Johnson, Mayor
City of Lake Forest Park

David Baker, Mayor
City of Kenmore

Andrew J. Rheaume, Mayor
City of Bothell

Bernie Talmas, Mayor
City of Woodinville

RECEIVED
FEB 08 2016
BY: Board Admin

January 25, 2016

c/o Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: Support for Sound Transit 3

Dear Sound Transit:

On behalf of Imagine Housing & Red Vines 1, I would like to take this opportunity to express our support for the City of Kirkland, Redmond, Bellevue, Issaquah, and the joint interlocal agreements for increased transit options on the Eastside.

Increasing bus and light rail transit options is vital for our communities. Imagine Housing & Red Vines 1 maintain, support, and develop affordable housing communities throughout the Eastside. We currently own affordable communities which provide homes for 1,000 men, women, children, seniors, and veterans. We are striving to create and operate 500 new units in the next five years to help meet the need for affordable housing on the Eastside. We alone have approximately 2,500 households on our waitlist. The residents of our communities rely heavily on public transit, as many of our residents do not own a car.

In 2014, we completed *Velocity,* a 58 unit affordable housing community and recipient of the Vision 2040 award, at the newly redeveloped South Kirkland Park & Ride. We are preparing for construction of *Athene* in 2016 next door to our 61 unit building, *Francis Village,* completed in 2011. *Athene* will provide 91 independent living units with onsite supportive services tailored to meet the needs and interests of seniors. These communities are all adjacent to the Cross Kirkland Corridor and would greatly benefit from additional transit service. In siting new affordable housing communities, access to transportation, jobs, services, and schools are key. It is not only vital to increase transit options due to the amazing job growth we are seeing but also to ensure all the community members on the Eastside have the opportunity to reduce reliance on personal vehicles.

We hope Sound Transit will continue working with Eastside Cities to provide increased transit options including high speed bus service and light rail.

Thank you for your support. We value the work of Sound Transit and the joint interlocal members in helping to create pedestrian focused communities where people can live, work, learn, and play. If I can provide any assistance, please contact me at 425-576-5190 extension 16.

Sincerely,

Chris Jowell
Executive Director, Imagine Housing & Red Vines 1

Imagine Housing
building eastside communities

10604 NE 38th Place • Suite 215 • Kirkland, WA 98033 • 425.576.5190

King County
Kathy Lambert
Councilmember, District 3
Metropolitan King County Council

RECEIVED
JAN 08 2016
EXECUTIVE OFFICE

January 5, 2016

The Honorable Pat McCarthy
Pierce County Executive
County-City Building, 930 Tacoma Ave S, Room 737
Tacoma, WA 98402

Dear Sound Transit Board Member McCarthy: Pat

Thank you for the opportunity to review the scope elements included in the candidate project reports. I strongly support expanding the region's transportation options, including early implementation of expanded Sound Transit service to downtown Redmond.

As the Board works toward finalizing a system plan for voter approval, I encourage you to incorporate light rail between Kirkland and Issaquah as well as additional bus rapid transit investments in the I-405 corridor, particularly between Kirkland and Bellevue. Traffic congestion on I-405 is only getting worse and the people and businesses along this corridor need more options. As a member of the Eastside Rail Corridor Regional Advisory Committee, I am committed to using the ERC to provide options for transit users, as well as pedestrian and bicycle users.

Similarly, we need to address congestion on I-90 by giving commuters in Sammamish and the high density Issaquah Highlands better access to transit. By intercepting commuter traffic east of downtown Issaquah, we will reduce congestion impacts on the cities of Bellevue, Issaquah, and Mercer Island, and I-90 will better serve interstate freight movement. A north Sammamish park and ride lot and early completion of an HCT study of a transit corridor from the Issaquah Highlands to Overlake via Sammamish/Redmond are good investments.

King County Courthouse, 516 Third Avenue, Room 1200, Seattle, WA 98104
206-477-1003 Fax 206-296-0198 Kathy.Lambert@kingcounty.gov www.kingcounty.gov/lambert

Finally, as the Board considers subarea equity, our goal should be to increase transit frequency, speed and reliability in East King County so shorter travel times encourage commuters to shift their travel mode. In the meantime, it will be important to calculate the true financial contribution made by East King County taxpayers to the Sound Transit taxing district. East King County taxpayers often pay more in vehicle fees and sales tax than residents with better transit options, as households require multiple vehicles and often log longer commute trips. They should get meaningful value for those dollars and needed improved transit options in East King County.

In closing, I wish the Board success in crafting a system plan that will win the broad support of voters throughout the region and in East King County too.

Sincerely,

Kathy Lambert

Kathy Lambert
King County Council
District 3

King County
Department of Transportation
Harold S. Taniguchi, *Director*
KSC-TR-0815
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King County
Department of
Natural Resources and Parks
Director's Office
King Street Center
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Public Health
Seattle & King County

Office of the Director
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January 21, 2016

Board of Directors
c/o Sound Transit
410 South Jackson Street
Seattle, WA 98104

RE: Development of Sound Transit 3 (ST3) – Opportunity for Furthering Transit Integration and System Benefit

Dear Chair Constantine:

Thank you for your letter dated December 7, 2015, requesting our acknowledgement and feedback on the scope of candidate projects as Sound Transit works to develop the Sound Transit 3 system plan (ST3). We appreciate the opportunity to engage in the region's plan development and provide constructive input.

King County's collaboration with Sound Transit occurs on many levels, and ranges across topics from technical analysis to comprehensive public outreach. King County Metro Transit (Metro) and Sound Transit are working closely together on long range planning as the package of Sound Transit improvements evolves and as Metro develops its long range plan. Metro's plan development schedule was established deliberately to inform and strengthen the ST3 work and to launch a shared transit vision for King County and our region. It is essential to our shared work that our plans be highly integrated as you and the Sound Transit Board have directed.

The King County Department of Natural Resources and Parks (DNRP) has been working closely with Sound Transit to explore improvements in connectivity between the County's regional trail system and Sound Transit's system and infrastructure. This includes connections to and from the Eastside Rail Corridor, in which King County and Sound Transit hold neighboring property interests. Our recent discussions have also encompassed exploration of opportunities to develop green stormwater infrastructure in regional trail areas as a stormwater management tool for anticipated Sound Transit facilities.

Public Health – Seattle & King County works to support the development of a healthy community, one that is constantly creating and improving its physical and social environment, supports its residents, and creates conditions where people can develop to their fullest

potential. Its priorities include ensuring accessibility and equity and social justice in how we develop community infrastructure. Public Health – Seattle & King County is encouraged by and support the local and regional planning for active transportation, working to connect all residents to transit services, and the recognition that these services can positively affect transit-dependent populations. Diverse communities will be impacted in the construction and facility designs of future transit projects and we encourage continued engagement with communities throughout the process.

We applaud and appreciate the continued direction from you for our agencies to work closely together, and we look forward to continued collaboration as we further develop our plans. Our shared planning will help us achieve the following:

1. **A shared transit vision that responds to cities' transportation needs** – King County Metro is committed to working with Sound Transit to develop a combined transit system that responds to unique community needs. We want to ensure our transportation vision helps cities achieve their local growth plans and transportation goals. By working together, we can identify the most effective way to provide services that meet jurisdictional needs and move the most people.
2. **Expanded reach of transit, in both short and long term** – Working together to create a system of complementary transportation services will provide benefits today and in the future. Metro service will increase access to the regional system and extend service to areas that the light rail spine does not reach. At the build-out of Sound Transit 2, about 8 percent of the County's population will be within walking distance to light rail while nearly 70 percent of the region will be within walking distance of a Metro bus. By 2040, the percentage of population within walking distance of rail will continue to grow, however Metro will still be the service that reaches the majority of the population. Metro will also be instrumental in providing services now before the longer term investments come on line.
3. **An integrated transportation system connecting motorized and nonmotorized modes** – King County Parks has developed and is growing a regional trail system, currently comprising almost 175 miles of trails that support millions of user trips annually, which is used heavily by the recreating and commuting public. We see significant benefit to current and future users of trails and transit, and to the commuting and recreating public in general, through purposeful and prudent actions that connect the transit and trail systems as they grow.
4. **Enhanced customer experience** – An integrated system will help people get to more places in less time and offer better access opportunities for all people. It will support convenient transfers and seamless connections between modes.
5. **A "greener", more sustainable transit system** – Regional trail system facilities may offer opportunities to address Sound Transit's stormwater management needs, using green stormwater infrastructure (GSI), while adding value to the regional trail system.

We look forward to exploring these opportunities as part of the development of the ST3 System Plan.

Recommended Considerations

To ensure that our planning work leads to a successfully integrated system, there are specific items that we would like you to consider as you refine the ST3 plan.

1. **Adequate facility planning to support convenient bus/rail integration and other intermodal connections.** Our future vision is a well-integrated system where people can reach more places in less time but it will rely more on transfers. We need to ensure the services work well together through seamless connections. We encourage continued commitment by both agencies to jointly develop station area planning and design guidelines that help ensure that facilities are budgeted and scoped to support convenient transfers for customers and enable effective connections between modes. Facility planning and programming should also consider the need to retrofit existing and ST2-planned stations that may need to expand to support the future system. It is also critical to plan for capacity on the regional light rail system to support the level of bus/rail transfers.
2. **System access.** System access by walking and biking continue to be critical as well. As project scopes are refined, we encourage you to consider elements to support those modes. Examples include secure bike storage and improvements to nonmotorized pathways beyond the immediate station areas such as connections with existing and forthcoming regional trails like the Eastside Rail Corridor.
3. **Develop projects with the full transportation network in mind.** As our agencies engage in outreach jointly and individually, these two plans should be developed with consideration of what types of services most effectively meet the communities' needs at the most reasonable cost in both the near and longer term. We can work together to identify opportunities where Metro can provide service solutions at lower cost and enable Sound Transit to direct investments to the most cost effective use of their resources.
4. **Maximize the benefits for customers.** As the light rail system expands, there are anticipated impacts to facilities that Metro currently relies on. The downtown transit tunnel and the I-90 D2 ramps are near term examples. Additionally, the future rail expansion through downtown Seattle will likely impact the SODO busway. It is critical that we consider opportunities to improve or maintain the travel experience for customers on all modes of transit as planning advances around these facilities. Buses carry a major portion of transit users and keeping buses moving reliably is critical –Where impacts to bus operations are inevitable, appropriate consideration needs to be given to mitigate those impacts to the greatest extent possible.. It will be important that ST3 gives consideration to maintaining, improving and creating new bus pathways.
5. **Joint base capacity planning.** As Metro's bases reach capacity and as Sound Transit considers new facilities, we believe joint base planning is essential. By planning together, we can identify the most efficient location and identify facilities that do not preclude joint base operations in the future.

6. **Transit-Oriented Development (TOD).** TOD can increase ridership, improve access to transit and create affordable housing. We encourage Sound Transit to consider TOD opportunities in all high capacity corridors, including those beyond rail. For example, corridors with express services and potential Bus Rapid Transit (BRT), such as SR-522 or I-405, are also attractive candidates for TOD consideration. We also encourage Sound Transit to consider investments that are flexible enough to allow and encourage future TOD, such as surface park-and-ride lots, shared parking, adjacent land for housing, and other investment strategies which preserve land for future development. This will require a renewed commitment to working together with our many cities throughout King County.

7. **Sustainability and nonmotorized Access Funding.** We applaud Sound Transit for including funds in your ST3 proposal for sustainability and nonmotorized access to transit facilities both on the project level and system-wide. Providing such access and in a sustainable manner is in keeping with Sound Transit's goals to increase ridership and include consideration of socio-economic equity, multi-modal access, and integration with other transportation systems in the design of Sound Transit facilities. To ensure that the system-wide funds are available for use for their stated purpose, we recommended that Sound Transit begin to develop its strategic plan for nonmotorized access as soon as practical after funding is approved. It may also be advantageous to aggregate funds available for individual projects and combine them with the system-wide funds. Waiting for completion of project planning and design will delay the important work that needs to be done to plan for access.

8. **Green Stormwater Infrastructure.** We urge you to evaluate the potential for Green Stormwater Infrastructure (GSI) to improve water quality anytime a new access corridor is identified. GSI in access corridors could help Sound Transit meet stormwater management requirements associated with new infrastructure. It could also provide partnership opportunities with local jurisdictions that have an interest and funding to establish additional clean water infrastructure. For example, King County's WaterWorks Program is funding proposals for projects that provide water quality benefit within the County's wastewater service area, which includes most of King County and small portions of Pierce and Snohomish counties. Starting to plan for access corridors as early as possible would allow time for the application and approval of WaterWorks projects.

9. **Use of third-party performance-based LEED or equivalent rating systems for facilities.** We encourage Sound Transit to employ third-party evaluation systems to inform the planning and design of facilities ultimately approved and constructed as part of the ST3 package.

10. **Access to Sound Transit by low-income and minority populations**, We encourage efforts ensure access of low-income and minority populations to the facilities ultimately approved and constructed as part of the ST3 package. Incorporating this interest early in project planning and design can help ensure effective access to and use of transit facilities.

11. **Connections to regional trails.** King County has identified a number of potential connection opportunities between Sound Transit facilities included in ST3 and the regional trails network. These links may be multiuse path connections where locations, proximity, and circumstances are conducive, or they may be in-road right-of-way active transportation facilities such as sidewalks and protected bike lanes that can function as dedicated bicycle and pedestrian routes from nearby existing or planned future regional trails. Three examples of such connections are provided in Attachment A. King County looks forward to further reviewing the projects identified in the Draft System Plan for potential opportunities to connect with the regional trails network.

12. **Facility planning and design to encourage active transportation connections.** We encourage Sound Transit to integrate active transportation access to and from its high capacity facilities. On-site facilities and amenities that improve bicycle and pedestrian access and encourage use of high capacity transit should be part of Sound Transit project design activities. Sound Transit should provide bicycle and pedestrian support amenities such as bike racks on buses, bike parking and storage options at transit stations, and convenient immediate pedestrian access to transit centers. In addition, where physical barriers to connectivity exist King County has encouraged improvements to ensure adequate sidewalks and other street improvements to better facilitate access.

13. **Integration of active transportation and high capacity transit.** The successful integration of active transportation and high capacity transit should consider the proximity of existing and future active transportation facilities, especially the regional trails, to Sound Transit facilities and services, and place a priority on establishing dedicated bicycle and pedestrian connections to transit. This may take many practical forms, but active transportation access, including regional trails access, can be considered through at least three levels of accommodation. These include:

    - <u>On-site bicycle and pedestrian accommodation</u> – while pedestrian access to services has traditionally been considered, ensuring on-site bicycle accommodation through station design, parking, and access to transit services can also be a high priority;
    - <u>Bicycle and pedestrian access to the community</u> – extending planning, design, and development of stations to include access via consistent and continuous active transportation facilities is important. This may include the orientation of transit facilities, design for access from the surrounding street network including sidewalks as well as street improvements within a reasonable distance surrounding each station
    - <u>Providing dedicated connections to the regional trails network</u> – where circumstances exist between an existing or planned regional trail, provide a dedicated and signed bicycle and pedestrian connection such as multiuse path, protected bike lane or buffered bike lane and sidewalk. Such a connection would provide a more-direct multimodal link to the millions of active transportation trips made on our region's regional trails. Funding for these important mobility connections should be provided within the project, itself, and identified under the ST project template Non-Motorized Access cost line.

14. **Comments specific to the East Link Extension to Downtown Redmond and the Southeast Redmond Station.** The East Link Extension to Downtown Redmond presents great opportunities for integrated multi-modal mobility to and from local and regional destinations. The inclusion of the SE Redmond Station in this project will improve region-wide access to Marymoor Park through direct High Capacity Transit access and more direct and convenient access to the regional trails network. Active and passive recreational opportunities provided by the park will be available to the public with the completion of this project. Sound Transit services at the SE Redmond Station will also benefit from convenient access to the park and to several regional trails including the East Lake Sammamish Trail, the Marymoor Connector Trail, and the Redmond Central Connector. King County proposes the following modifications to the project scope to better ensure connectivity and access:

- Include the missing segment of the East Lake Sammamish Trail connecting to the Redmond Central Connector as part of the additional analysis necessary for the East Link crossing of the SR 520/SR 202 Interchange. The design and construction of this missing segment of the East Lake Sammamish Trail should be included as a Project Element and may be funded via a partnership between Sound Transit and King County, City of Redmond, WSDOT and other stakeholders. Eliminating the access barrier created by SR 520 by completing this missing segment of the East Lake Sammamish Trail will foster improved nonmotorized access to the SE Redmond Station and improved active transportation opportunities throughout Southeast Redmond.

- Ttwo additional nonmotorized multiuse path connections between the SE Redmond Station, Marymoor Park, and the nearby regional trails should also be funded using a portion of the Non-Motorized Access fund included in the overall project. These connections will improve nonmotorized access and maximize potential ridership via the SE Redmond Station.

    - Multiuse Path to Marymoor Connector Trail - this connection will foster a safe and convenient connection for transit users traveling between the park and the station while also providing direct access to the station by users of the Marymoor Connector Trail and the connecting Sammamish River Trail; and

    - Multiuse Path to East Lake Sammamish Trail – linking SE Redmond Station eastward to connect directly to the East Lake Sammamish Trail will provide enhanced nonmotorized access to the station for ELST users in Redmond, Sammamish, and Issaquah. Access to the SE Redmond Station via active transportation modes from these areas will be enhanced and the need to drive to and use station parking will be reduced by establishing these connections.

The East Link Extension to downtown Redmond was the subject of an environmental review and documentation process including a federal Section 4(f) evaluation related to project impacts to Marymoor Park. In 2011 King County and the Federal Transit Administration signed a letter and

final agreement declaring a 4(f) de minimis determination and potential mitigation measures to reduce project impacts to King County facilities. King County looks forward to working closely with Sound Transit to identify appropriate mitigation responses and to address any additional impacts associated with project modifications presented by the current project scope.

Thank you for consideration of our comments. We look forward to continuing our combined work on a shared transit vision for King County and the region. Please contact Chris O'Claire at Christina.OClaire@kingcounty.gov or 206-477-5801 or David St. John at David.St.John@kingcounty.gov or 206-477-4517 for additional information about coordination or clarification of any of our comments.

Sincerely,

Laurie Brown for

Harold S. Taniguchi
Director
Department of Transportation

Christie True
Director
Department of Natural Resources & Parks

Patty Hayes

Patty Hayes
Director
Public Health – Seattle & King County

Attachment

cc: Kevin Desmond, General Manager, Metro Transit Division, Department of Transportation (DOT)
Victor Obeso, Deputy General Manager, Planning and Customer Services, Metro Transit Division, DOT
Christina O'Claire, Manager, Strategy and Performance, Metro Transit Division, DOT
Bob Burns, Deputy Director, DNRP
Kevin Brown, Director, Parks and Recreation Division, DNRP
Pam Elardo, Director, Wastewater Treatment Division, DNRP

King County
Department of Transportation
Metro Transit Division
General Manager's Office
201 S. Jackson Street
KSC-TR-0415
Seattle, WA 98104-3856

Attachment A

Examples of opportunities to connect ST3 project to the regional trail system include:

- SE Redmond LRT Station to East Lake Sammamish Trail and Marymoor Connector Trail *.E-01, Redmond Technology Center to Downtown Redmond LRT* – two connection opportunities exist in this area to link the proposed SE Redmond LRT Station to important Regional Trails and Marymoor Park. A multiuse path connection should be developed to the south connecting to the Marymoor Connector Trail via Marymoor Park. A second multiuse path connection should link the SE Redmond Station to the East Lake Sammamish Trail (ELST) just east of the project. Both of these connections would significantly enhance access and circulation to the SE Redmond Station from the regional trails network, Marymoor Park, and other surrounding land uses. See East Link Extension to Downtown Redmond below.

- Tukwila Sounder Station to Interurban Trail and Green River Trail. *E-02 I-405 BRT (Intensive Capital Option), S-15 South Sounder Access Improvements* – A potential connection would link the existing Tukwila Sounder Station west to the Interurban and Green River trails. The Tukwila Sounder Station would be served by BRT along I-405 under the intensive capital BRT proposal. This project would rebuild arterials, construct new access ramps, and rebuild bridges and overpasses to accommodate BAT Lanes in Tukwila in the Southcenter area. Two arterials in this proposal, Longacres Way and West Valley Highway, have been identified as critical routes for important future mobility connections from the Tukwila Sounder and BRT Station to the Interurban and Green River Trails as well as to the Tukwila Urban Center at Southcenter. Separated multi-use paths along street rights-of-way are considered the best approach to making this important linkage.

- Kent Station to Interurban Trail. *S-10 Kent Station Access Improvements, S-15 South Sounder Access Improvements* – Access to the Kent Sounder Station may be

improved by two separate proposed ST3 projects that would increase access to the existing station. A dedicated in-street bicycle facility and sidewalk connection between the Kent Sounder Station and the Interurban Trail would provide station access from the Interurban Trail via downtown Kent. The Interurban Trails is a popular commuting and recreational route in south King County, and the link would significantly enhance ST access throughout the Green River Valley and south King County cities.

MERCER CORRIDOR STAKEHOLDER COMMITTEE

Community Organizations

South Lake Union Chamber of Commerce
South Lake Union Community Council
Queen Anne Community Council
Queen Anne Chamber of Commerce
Uptown Alliance
Uptown UDF Stakeholder Committee
Magnolia Community Council
Magnolia- Queen Anne District Council
Seattle Parks Foundation

Businesses & Non-Profits

Amazon.com
AEG Facilities
Cornish College of the Arts
Center for Infectious Disease Research
EMP Museum
Fallon International
Firmani + Associates, Inc
Fred Hutchinson Cancer Research Center
Graphica Inc
Hurry Curry of Tokyo
KCTS 9
Museum of History & Industry
Morningside Academy
Northwest Folklife
One Reel
People and Performance Strategies
Pacific Northwest Ballet
Pacific Science Center
PEMCO Insurance
Pottery Northwest
Seattle Family Chiropractic
SCCA House
Space Needle and Chihuly Garden and Glass
Seattle Children's Theatre
Seattle Children's Museum
Seattle Repertory Theatre
Seattle University
Terrenzio Solutions, LLC
Teatro ZinZanni
Tutta Bella Neopolitan Pizzeria
Vulcan, Inc
The Vera Project

January 20, 2016

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S Jackson Street
Seattle, WA 98104

Subject: Mercer Corridor Stakeholders Preferences for ST3 Package

Dear Board Members:

The Mercer Corridor Stakeholders, who are representatives of businesses and community groups in the South Lake Union, Denny Triangle, Uptown, and Queen Anne neighborhoods of Seattle, believe that the regional transit network operated by Sound Transit must be expanded, and that light rail service must reach this rapidly-growing extension of Seattle's downtown core.

South Lake Union, Denny Triangle and Uptown are dense urban neighborhoods as well as PSRC-designated Regional Growth Centers that contain some of the highest concentrations of employment in our region. The Seattle Center, located in the heart of Uptown, is a regional attraction that welcomes more than 12 million visitors every year. Building out ST3 to deliver the most efficient and effective high-capacity transit system possible is critical to maintaining the region's competitive advantage, ensuring the future success of our regional economic centers, and providing improved access to regional attractions like Seattle Center. To this end, we propose an ST3 package that includes the following elements:

- **New tunnel through downtown Seattle** – We strongly endorse the new light rail tunnel through downtown Seattle connecting Tacoma to Ballard through Denny Triangle, South Lake Union, and Seattle Center/Uptown (Option 3). This tunnel is a prudent investment because it attracts the highest ridership, provides the most reliable service, and allows for future system expansion. This tunnel is critical for connecting residents with jobs region-wide and for providing a viable transit alternative to commuting by automobile. The tunnel should extend to serve the major employment and residential centers in the Denny Triangle, South Lake Union and Seattle Center/Uptown Regional Growth Centers. An at-grade rail line along First Avenue through downtown does not offer the travel times, capacity, or connectivity for a reliable and effective regional transit system.

  Our analysis (see attachments) shows that the population, employment, and tourist/event attendees in these three north downtown neighborhoods are among the highest in the region, and that they will continue to grow. Sound Transit's own analysis shows that the new downtown tunnel could have daily ridership that is nearly 80,000 higher than a surface route along First Avenue. The additional cost of the tunnel is a worthy investment since the cost of not building it—in terms of added regional congestion, additional bus service needed to serve those riders, and delays to other surface transit—would be high.

  To maximize the efficiency and capacity of the new tunnel, we support staff's **LRT System Operations Option #3**, which will connect the new Ballard line to the Tacoma line, providing more balanced ridership among the three light rail lines, the greatest reliability for the overall system, and the highest capacity for future expansion.

MERCER CORRIDOR STAKEHOLDER COMMITTEE

Community Organizations

South Lake Union Chamber of Commerce
South Lake Union Community Council
Queen Anne Community Council
Queen Anne Chamber of Commerce
Uptown Alliance
Uptown UDF Stakeholder Committee
Magnolia Community Council
Magnolia- Queen Anne District Council
Seattle Parks Foundation

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EMP Museum
Fallon International
Firmani + Associates, Inc.
Fred Hutchinson Cancer Research Center
Graphica Inc.
Hurry Curry of Tokyo
KCTS 9
Museum of History & Industry
Morningside Academy
Northwest Folklife
One Reel
People and Performance Strategies
Pacific Northwest Ballet
Pacific Science Center
PEMCO Insurance
Pottery Northwest
Seattle Family Chiropractic
SCCA House
Space Needle and Chihuly Garden and Glass
Seattle Children's Theatre
Seattle Children's Museum
Seattle Repertory Theatre
Seattle University
Terrenzio Solutions, LLC
Teatro ZinZanni
Tutta Bella Neopolitan Pizzeria
Vulcan Inc.
The Vera Project

- **Three stations along the light rail segment through north downtown Regional Growth Centers.** Denny Triangle, South Lake Union and Seattle Center/Uptown are some of the fastest growing neighborhoods in the country, and are now extensions of Seattle's downtown core area. The density of these centers, as well as the Seattle Center's event and tourist demand, warrant station spacing that is similar to that in the downtown core. Our analysis shows that three stations could be located along the northern tunnel extension at 0.4 to 0.5 mile spacing, which is slightly further than the stations are now spaced through downtown. It is also compatible with the best practices from other light rail systems throughout the country, for which the typical station spacing in dense urban centers is about 0.4 mile. If only two stations are provided, they would be spaced 0.7 to 0.8 miles apart – too far apart to effectively serve these dense urban centers.

  Providing these three stations reflects Sound Transit's core priority of integrating transit and land use to support transit-oriented development. Our analysis shows that the employment located within a 5-minute walk of these three potential stations would generate station ridership that would be among the highest in the system. Furthermore, research has shown that commuters are much more likely to choose transit as their travel mode if their worksite is located within 0.25 miles of a transit station.[1] These growth centers already have the density needed to support high-capacity transit, and they have the zoning in place to accommodate the substantial growth that will continue into the future.

  Convenient access to the Seattle Center is also critical to shift event and tourist trips from automobiles to transit. An estimated 75% of the 12 million visitors per year to Seattle Center come from outside of Seattle. Excellent high-capacity transit service to the Seattle Center would lessen event-related congestion on our regional freeway system, particularly on Interstate 5, SR 520, and Interstate 90, which would benefit the entire region. As alignment and station planning progresses, we encourage Sound Transit to explore opportunities for partnerships that will help to advance ongoing planning initiatives, such as Seattle Center's Century 21 Master Plan vision and the Uptown Urban Design Framework.

The Mercer Corridor Stakeholders share the values expressed in Sound Transit's Core Priorities for the development of the ST3 System Plan. Serving these three Regional Growth Centers with a tunnel and three stations will maximize ridership, connect to region's urban centers with high-capacity transit, support transit-oriented development, provide equitable access to jobs, and integrate with other transit systems.

Thank you for consideration of this request and if you have any questions, please contact Marni Heffron at (206) 523-3939 or marni@hefftrans.com.

Sincerely,

Mercer Corridor Stakeholder
(List of Supporters Attached)

cc: Ric Ilgenfritz, Sound Transit

Attachments: Organizations and Businesses that Support Letter's Position
Supporting Analysis - ST3 for our Region's Future

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[1] WMATA 2005 Development-Related Ridership Survey Final Report https://www.wmata.com/pdfs/planning/2005_Development-Related_Ridership_Survey.pdf. See page S-3.

MERCER CORRIDOR STAKEHOLDER COMMITTEE

Community Organizations

Danah Abarr
Executive Director
South Lake Union Chamber of Commerce

Mike McQuaid,
President
South Lake Union Community Council

Thatcher Bailey
Executive Director
Seattle Parks Foundation

Ellen Monrad
Chair
Queen Anne Community Council

Martin Henry Kaplan, Architect AIA
LURC Chair
Queen Anne Community Council & Uptown UDF Stakeholders Committee

Charley Shore
Executive Director
Queen Anne Chamber of Commerce

Michael Davis
Co-president, Transportation Committee Chair
Uptown Alliance

Carol Burton
President
Magnolia Community Council

Stephen Deforest
Chairman
Magnolia-Queen Anne District Council

Businesses and Non-Profits

John Schoettler
Director - Global Real Estate and Development
Amazon.com

Leonard Garfield
Executive Director
Museum of History & Industry

Ron Sevart
CEO
Space Needle and Chihuly Garden and Glass

Steve Ransom
Director, Premium Seating Services
AEG Facilities

Kent Johnson, Ph.D.
Founder & Director
Morningside Academy

Karen Sharp
Managing Director
Seattle Children's Theatre

Liisa Spink
Cornish Playhouse Manager
Cornish College of the Arts

Robert Townsend
Executive Director
Northwest Folklife

Donna Marie Bertrand
Executive Director
Seattle Children's Museum

Louis R. Coffman
Senior Vice President/COO
Center for Infectious Disease Research

Chris Weber
Executive Director
One Reel

Jeffrey Herrmann
Managing Director
Seattle Repertory Theatre

Patty Isacson Sabee
CEO + Director
EMP Museum

Curt Archambault
Vice President
People and Performance Strategies

Bill Hogan, Director of Athletics
Eric Guerra, Assoc. Athletic Director
Seattle University

Maura Fallon
CEO
Fallon International

John Tangeman
Manager of Audience Services
Pacific Northwest Ballet

Joseph D. Terrenzio
Attorney
Terrenzio Solutions, LLC

Mark Firmani
President
Firmani + Associates Inc.

Will Daugherty
President & CEO
Pacific Science Center

Markus Kunz
Executive Director
Teatro ZinZanni

Scott Rusch
Vice President, Facilities & Operations
Fred Hutchinson Cancer Research Center

Stan McNaughton
Chief Executive Officer
PEMCO Insurance

Ada M. Healey
Vice President, Real Estate
Vulcan Inc.

Camberly Gilmartin
VP Client Services + Development
Graphica Inc

James Lobb
Executive Director
Pottery Northwest

Tim Lennon
Executive Director
The Vera Project

Becky Yoshitani
President
Hurry Curry of Tokyo, PNW, Inc

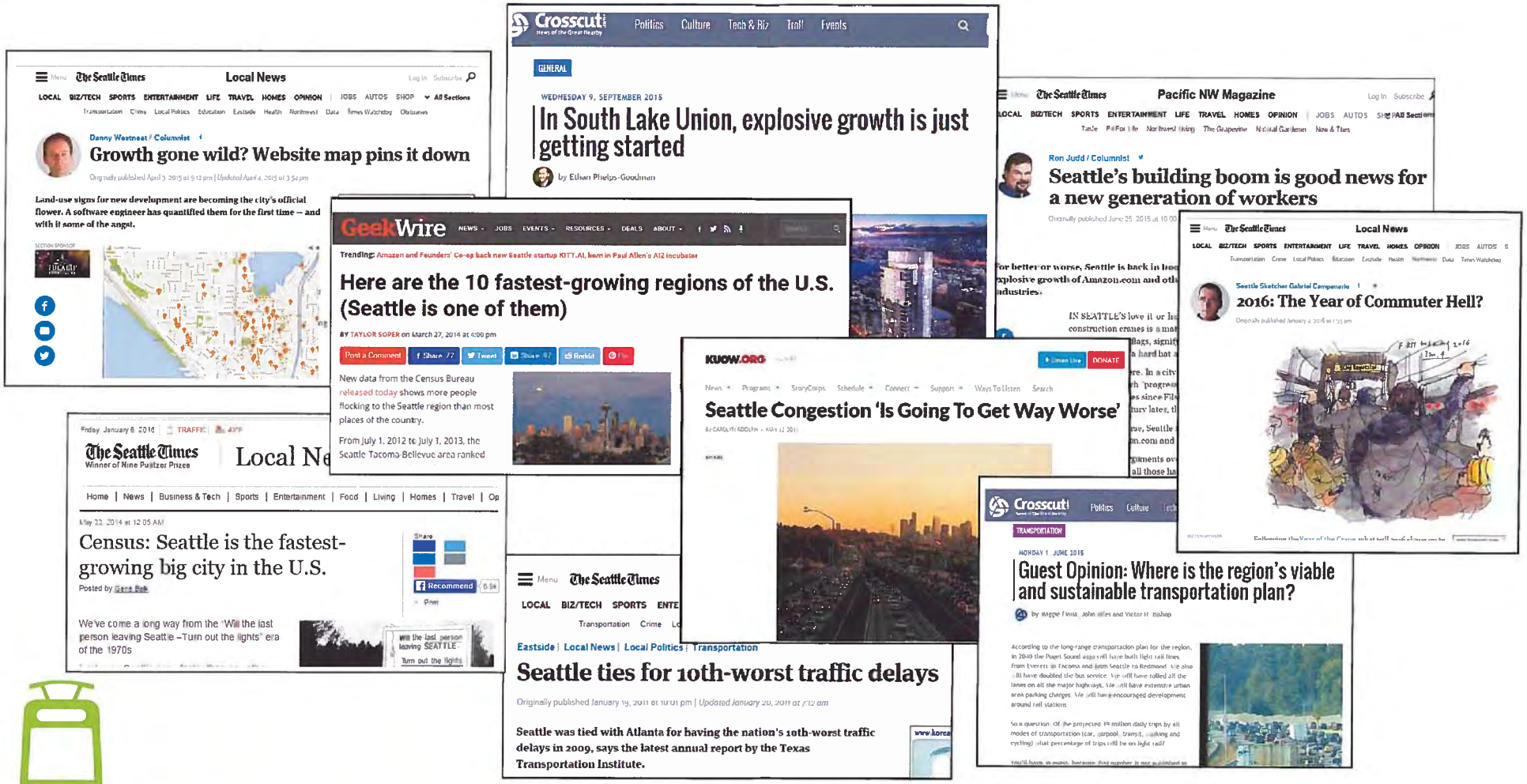
Jill Goldberg,DC
Owner
Seattle Family Chiropractic

Amy French
Dir. Marketing & Comm. Relations
Tutta Bella Neapolitan Pizzeria

Robert I. Dunlop
President & CEO
KCTS 9

Glen Moore
Facilities Manager
SCCA House

WHAT DOES OUR REGION'S FUTURE LOOK LIKE?



CONNECT JOB CENTERS FOR A STRONG REGIONAL ECONOMY

- Maintain regional competitive advantage with easy connections to job centers
- Investment in high capacity transit benefits the regional economy through:

Reduced traffic congestion and commute times

Travel and operating cost savings with reliable transporation

Business productivity gained form access to broader labor markets with more diverse skills

ACCESS TO EMPLOYMENT CENTERS

heffron transportation, inc. VIA

North Downtown data from Urban Center/Village Employment Growth Report (DPD); Regional Data from 2014 PSRC estimates

MORE JOBS ARE COMING TO NORTH DOWNTOWN

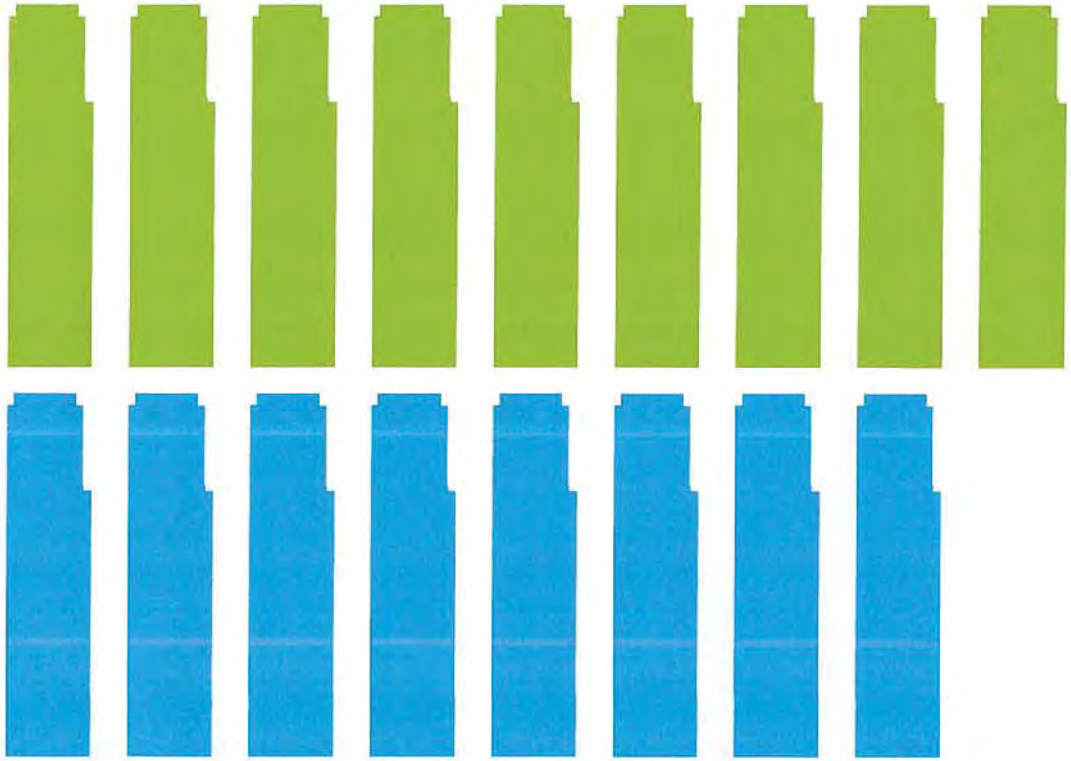
In Denny Triangle, South Lake Union, and Uptown, there is enough office and lab space currently under construction or in permitting to fill **8 Columbia Centers:**

NORTH DOWNTOWN
EXISTING JOBS (2014) 70,000

+

ADDITIONAL JOBS WITH
PLANNED DEVELOPMENT 60,000

TOTAL JOBS 130,000



1 COLUMBIA CENTER = 1.5M SF

North Downtown existing jobs data from Urban Center/Village Employment Growth Report (DPD)

NORTH DOWNTOWN EMPLOYMENT OPPORTUNITIES

OTHER INDUSTRIES 15,000+ JOBS

TECHOLOGY & INNOVATION 45,000+ JOBS

LIFE SCIENCES & GLOBAL HEALTH 10,000+ JOBS

ACCESS TO EMPLOYMENT CENTERS

Seattle Children's HOSPITAL · RESEARCH · FOUNDATION

RBC Wealth Management

ALLEN INSTITUTE for BRAIN SCIENCE Fueling Discovery

UW Medicine

salesforce

iHeart MEDIA

DIGITALFORTRESS

Institute for Systems Biology Revolutionizing Science Enhancing Life

BIG FISH Games

imshealth INTELLIGENCE APPLIED.

PATH A catalyst for global health

FRED HUTCH 40 YEARS OF CURES 1975-2015

accenture

Northeastern University

NORDSTROM

Cole & Weber

Holland America Line

amazon.com

ZYMOGENETICS A Bristol-Myers Squibb Company

REI

Microsoft

BILL & MELINDA GATES foundation

THE OMNI GROUP

Sellen

Seattle Cancer Care Alliance

SKANSKA

KPMG

SPACEFLIGHT

Pacific Biomarkers The Value of Expertise

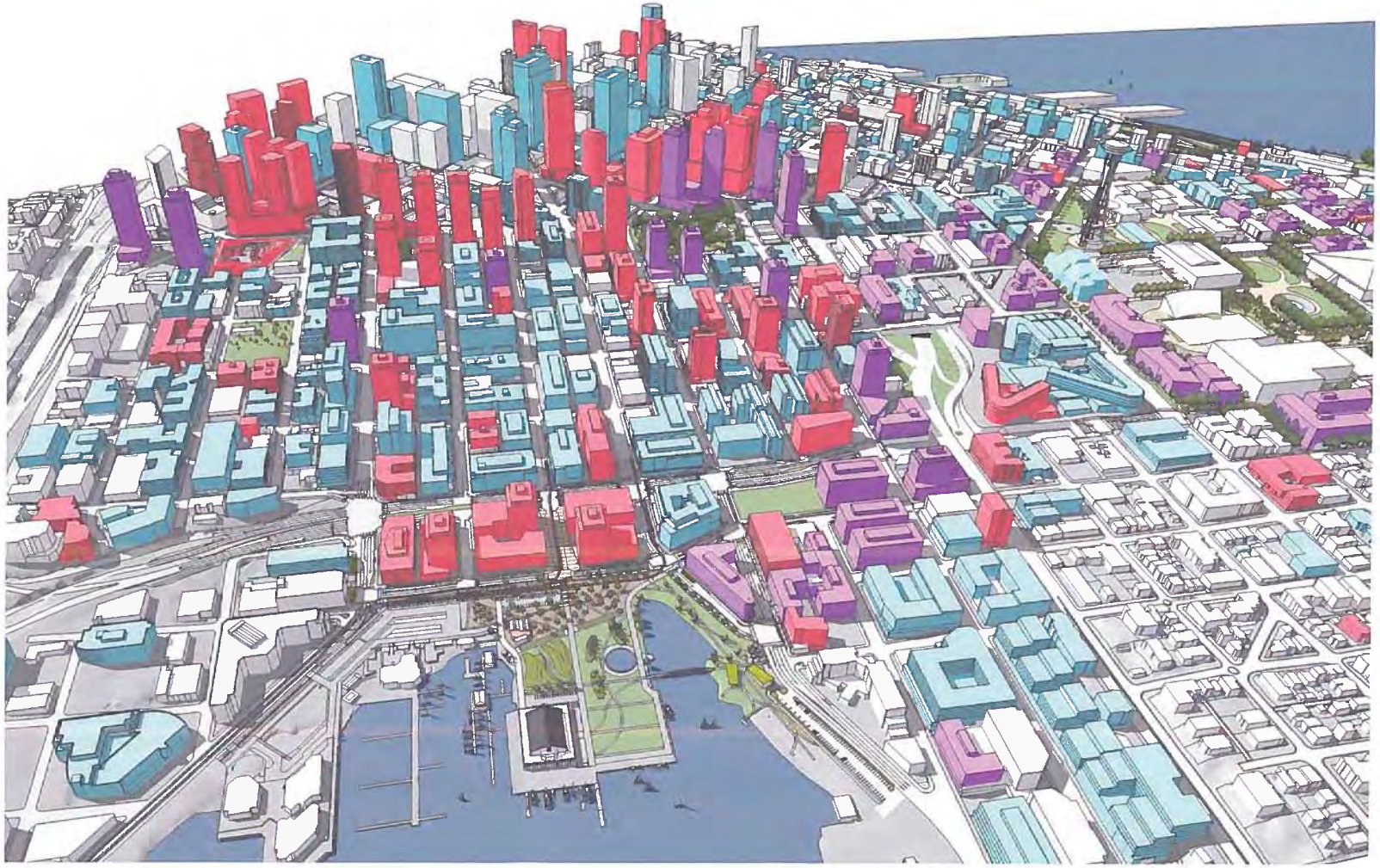
Expedia

NORTH DOWNTOWN DEVELOPMENT 2005 - 2016

recent development and projects under construction in 2016

NORTH DOWNTOWN FUTURE DEVELOPMENT

- recent development and projects under construction in 2016
- projects in permitting and development
- future development potential



SEATTLE CENTER: A REGIONAL AMENITY

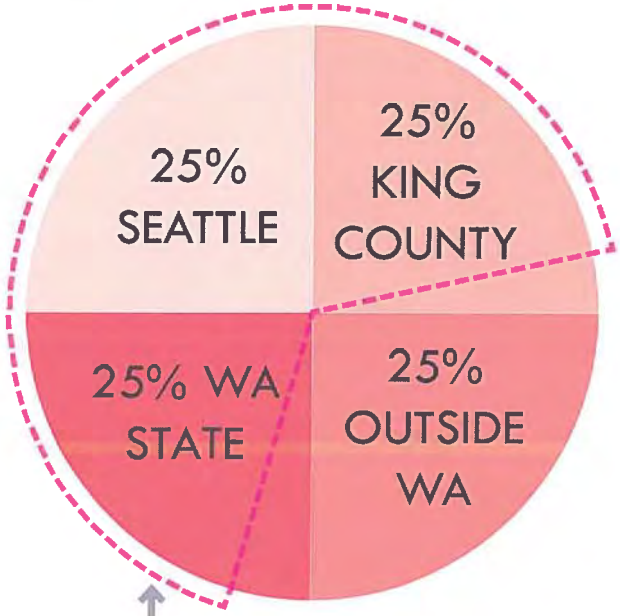
Seattle Center by the numbers:

12.3 MILLION VISITORS/YEAR

OVER 12,000 EVENTS/YEAR

30 RESIDENT ORGANIZATIONS, INCLUDING:
5 OUTDOOR SUMMER FESTIVALS
12 PERFORMANCE GROUPS
6 MUSEUMS/ATTRACTIONS
20 EVENT VENUES

Where do Seattle Center visitors come from?



Approximately 2/3 of Seattle Center visitors come from within the ST3 service area

Source: Seattle Center

ACCESS TO CULTURAL + RECREATIONAL DESTINATIONS

MORE THAN 12 MILLION VISITORS ANNUALLY

PACIFIC SCIENCE CENTER

space needle

NORTHWEST FOLK LIFE

BUMBERSHOOT
LABOR DAY WEEKEND · SEPT 5, 6, 7, 2015 · SEATTLE

KeyArena at Seattle Center

SRT SEATTLE REPERTORY THEATRE
Life onstage.

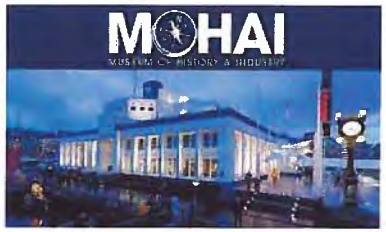
EMP MUSEUM
music + sci-fi + pop culture

TEATRO ZINZANNI

Seattle Children's Theatre

seattlecenter
FESTÁL

Chihuly GARDEN AND GLASS



SEATTLE OPERA

The Children's Museum Seattle

PNB
PACIFIC NORTHWEST BALLET

KEXP 90.3 FM
KEXP.ORG

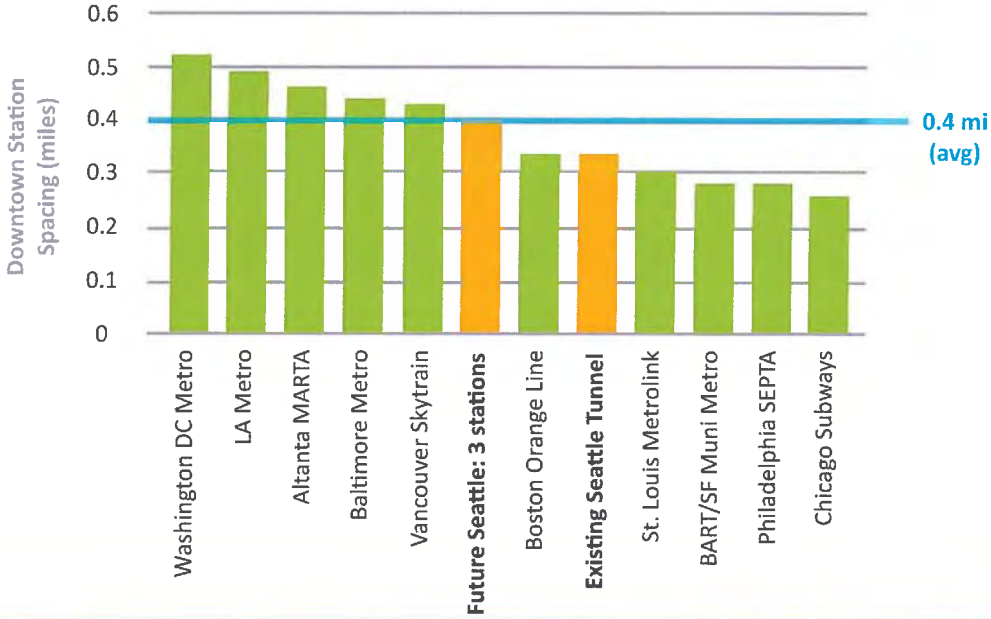
THE VERA PROJECT · EST. 2000 ·

ACCESS TO AMENITIES

URBAN STATION SPACING IN DENSE URBAN CENTERS

STANDARD URBAN STATION SPACING IS .4 MILES, OR ABOUT AN 8 MIN. WALK

DOWNTOWN STATION SPACING FOR COMPARABLE HIGH-PERFORMANCE HCT SYSTEMS:



EFFICIENT, RELIABLE SERVICE

heffron transportation, inc. VIA

URBAN STATION SPACING IN DENSE URBAN CENTERS

VANCOUVER AVG. SPACING = 0.43 MI

SF MUNI METRO AVG. SPACING = 0.28 MI

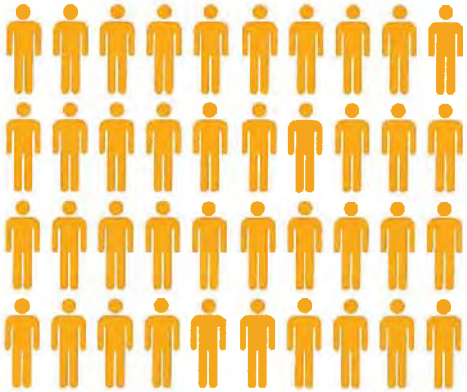
BOSTON ORANGE LINE AVG. SPACING = 0.34 MI

EFFICIENT, RELIABLE SERVICE

AVOIDING THE ST3 RIDERSHIP GAP

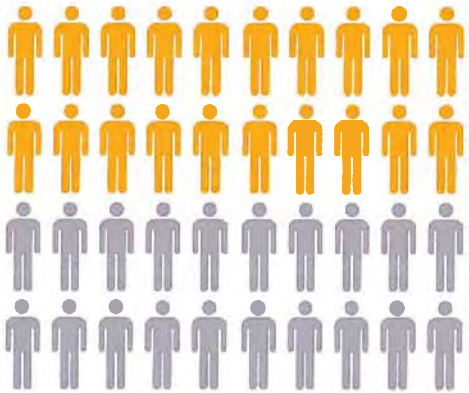
DAILY RIDERSHIP WITH NEW DOWNTOWN SEATTLE TUNNEL:

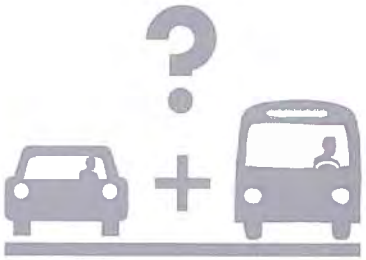
102,000 - 133,000



DAILY RIDERSHIP WITHOUT NEW TUNNEL (AT-GRADE OPTION 1):

44,000 - 54,000



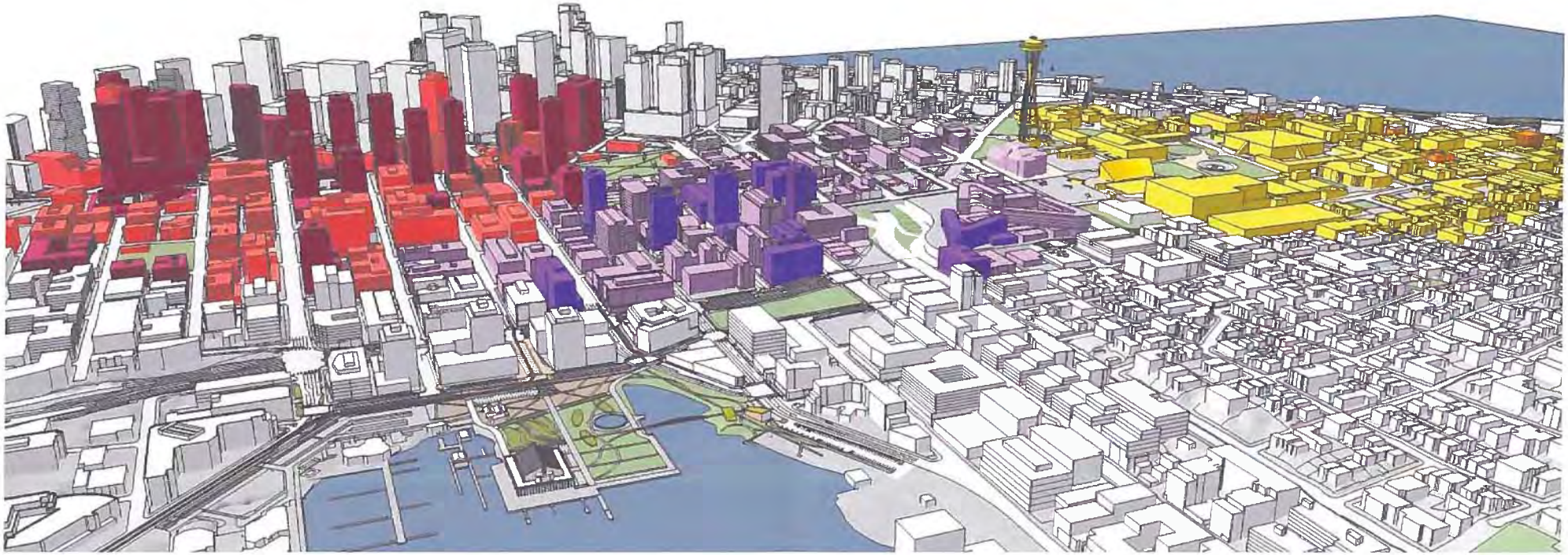


HOW WILL WE ACCOMMODATE THE DAILY RIDERSHIP GAP OF 58,000 - 79,000 PEOPLE?

EFFICIENT, RELIABLE SERVICE

Source: Sound Transit Ridership estimates for ST3 candidate projects

WALKSHED ANALYSIS: DEVELOPMENT IN THE PIPELINE



DENNY TRIANGLE URBAN CENTER
2014 EMPLOYMENT: 19,708 JOBS

DENNY TRIANGLE STATION AREA
- EXISTING DEVELOPMENT
- PIPELINE DEVELOPMENT

SOUTH LAKE UNION URBAN CENTER
2014 EMPLOYMENT: 35,859 JOBS

SOUTH LAKE UNION STATION AREA
- EXISTING DEVELOPMENT
- PIPELINE DEVELOPMENT

UPTOWN URBAN CENTER
2014 EMPLOYMENT: 14,592 JOBS

SEATTLE CENTER STATION AREA
- EXISTING DEVELOPMENT
- PIPELINE DEVELOPMENT

2014 employment totals from Urban Center/Village Employment Growth Report (DPD)

SERVING NORTH DOWNTOWN ALIGNS WITH ST3 CORE PRIORITIES

Completing the spine: North Downtown is a critical piece of our regional economic backbone

Ridership: Ridership is strongly associated with employment density

Connecting the region's designated centers with HCT: South Lake Union, Denny Triangle, and Uptown are PSRC-designated Regional Growth Centers

Socio-economic equity: Provide efficient, reliable, regional access to job centers and cultural amenities

Integration with other transit operators/transportation systems: Connect to Rapid Ride, local bus and streetcar networks

Multi-modal access: Connect to multimodal transportation options that support regional mode shift goals

Promoting transit-supportive land use and TOD: SLU is zoned for transit-oriented development and has transit-supportive policies in place

Microsoft Corporation
One Microsoft Way
Redmond, WA 98052-6399

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Fax 425 936 7329
http://www.microsoft.com/

January 21, 2016

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Dear Chair Constantine and Members of the Board:

With approximately 43,000 employees located throughout the Puget Sound region, Microsoft depends on an efficient and reliable transportation network. The Sound Transit 3 proposal holds the potential to contribute significantly to this network, increasing mobility and supporting a stronger local economy.

In order to ensure success of ST3, Microsoft believes that the goal must be to maximize mobility, project delivery and public support while minimizing expense. The significant costs that will be incurred must be justified by good planning, system integration and high quality program execution. Additionally, in order to gain the trust of the tax-paying public, a strong emphasis should be placed on transparency of the costs, project delivery schedules, and performance metrics.

Microsoft supports the core priorities advanced by Sound Transit: completing the "spine," increasing ridership, connecting regional economic centers, providing socio-economic equity, improving system integration, enhancing multi-modal access, and encouraging transit-oriented development. In keeping with these priorities, we urge that focus be placed on the following principles:

1. Prioritize projects that can be delivered sooner based on local support, completed planning and permitting readiness.
2. Provide transparency regarding the regional return on taxpayer dollars.
3. Develop national benchmarks on project delivery and costs to assure voters that the ST3 plan is based on best practices that reduce costs and shorten delivery timelines.
4. Shorten the planning, and design and delivery process in order to maximize the proportion of approved funds for project delivery, seeking additional statutory tools to do so if appropriate.
5. Provide access to the light rail system that reflects the use patterns in different areas of the region. On the eastside where many system users are not within walking or biking distance of the system, it is important to provide adequate park and ride facilities.

Consistent with these criteria, Microsoft strongly supports inclusion in the ST3 package of the following project elements for the Overlake/Redmond area, the SR 520 corridor, and the I-405 corridor from Lynnwood to Burien:

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Microsoft

1. The extension of Eastlink into downtown Redmond should be treated as a continuation of the Eastlink project authorized in ST2. We believe that this project should be first in priority for funding and that construction should be viewed as a continuation of the Eastlink construction authorized under ST2.
2. Similarly, the I-405 bus rapid transit (BRT) service is a logical compliment to the WSDOT HOT lane project and should be planned and executed in conjunction with its completion. Sound Transit should coordinate with Metro and WSDOT on transit access to Express Toll Lanes and project impacts of transit service levels on overall traffic management on I-405.
3. We support the inclusion of light rail from Kirkland-Totem Lake to Issaquah via Bellevue. This will alleviate congestion in the I-405 corridor and demonstrate a return of taxpayer dollars to the area.
4. Finally, in light of the imminent completion of the 520 bridge with the capacity to include light rail, we believe it is important to begin planning for adding light rail on the 520 bridge to increase mobility between the two largest job centers of the region.

The development of trust and the delivery of transparency are the key elements for passage of this new package. We encourage you to keep these elements in the forefront as you develop the proposal. In closing, Microsoft appreciates having the opportunity to share this initial input with you, and we look forward to additional opportunities for engagement in the planning process.

Sincerely,

Irene Plenefisch

Irene Plenefisch
Director, Government Affairs

cc: Peter Rogoff, CEO, Sound Transit
Ric Ilgenfritz, Deputy Director, Sound Transit

THE NORTHWEST
SEAPORT ALLIANCE
Gateway to Solutions
nwseaportalliance.com

January 21, 2016

The Honorable Dow Constantine
Chair, Sound Transit Board
Sound Transit
401 S. Jackson St. Seattle, WA 98104

Via email: Dow.Constantine@SoundTransit.org; Soundtransit3@soundtransit.org

Re: The Northwest Seaport Alliance Input on Sound Transit 3 Candidate Projects

Dear Chair Constantine:

Thank you for your request for feedback on the scope of the candidate projects for Sound Transit 3 (ST3), planning for the next regional transit investment. We support ST3's goal to complete the spine of a regional transit system. It will provide additional options for access to jobs and support an improved quality of life without the reliance on a personal vehicle for all trips. We share your vision and hope that light rail access from the North to the Tacoma Dome, and a planned Sounder expansion, will reduce demand on the already constrained regional transportation system. This is especially true for I-5, SR-509 and SR-99 in the vicinity of the Port of Tacoma Manufacturing Industrial Center. Less congestion helps The Northwest Seaport Alliance create jobs by advancing trade and commerce, promote industrial growth and stimulate economic development.

The Northwest Seaport Alliance operates the nation's third largest gateway for international containers, as well as other maritime industrial properties in the Tacoma Tideflats. Other industrial and logistics businesses located in the Tideflats also provide jobs and contribute to economic growth. Both Sounder and light rail expansion adjacent to the Tideflats have the potential to negatively impact the nation's international trade flows. Their final design and operation must protect, preserve or enhance these cargo facilities and operations. In support of ST3's mission, as well as its own, The Northwest Seaport Alliance has one central objective for ST3: ***Improve regional transportation for personal mobility, while protecting maritime/industrial land uses and freight mobility.***

We agree that an integrated and robust transportation system is key to maintaining Puget Sound's economic competitiveness and quality of life. We look to the Sound Transit Board to carefully evaluate options for both the LRT system and Sounder operations, and chose an alternative that meets both Sound Transit's and The Northwest Seaport Alliance's objectives.

Thank you again for the opportunity to comment.

Sincerely,

John Wolfe, Chief Executive Officer
The Northwest Seaport Alliance

cc: Managing Members
Peter Rogoff, Chief Executive Officer
Ric Ilgenfritz, Planning, Environment & Project Development
Ann Snell McNeil, Government & Community Relations

NORTHWEST SEATTLE COALITION
For Sound Transit 3

Contact: Ben Broesamle, Coalition Coordinator,
Chair, Transportation Committee, Magnolia Community Council
Email: **NorthwestSeattleCoalition@gmail.com**

January 12, 2015

TO: ED MURRAY, Mayor, City of Seattle
THE SOUND TRANSIT BOARD
SALLY BAGSHAW, Seattle City Council District 7
MIKE O'BRIEN, Chair of Seattle City Council Transportation Committee, Seattle City Council District 6
ROB JOHNSON, Vice Chair of Seattle City Council Transportation Committee, Seattle City Council District 4, Sound Transit Board
SCOTT KUBLY, Director, SDOT

CC: TIM BURGESS, Seattle City Council Position 8
LORENA GONZÁLEZ, Seattle City Council Position 9
BRUCE HARRELL, President, Seattle City Council
JEANNE KOHL-WELLES, District 4, King County Council
RIC IGENFRITZ, Executive Director of Planning, Environmental and Project Development, Sound Transit
KAREN KITSIS, Planning and Project Development Manager, Sound Transit
BILL BRYANT, Transit Deputy Director, SDOT
ANDREW GLASS-HASTINGS, Office of the Mayor, City of Seattle
The Sound Transit 3 Contact Email Address

FROM: NORTHWEST SEATTLE COALITION FOR SOUND TRANSIT 3

RE: BROAD COALITION SUPPORTS CANDIDATE PROJECTS C-01c, C-01e, C-01g, C-02, AND A NORTHERN EXTENSION OF C-01g TO NORTHGATE.

A broad coalition of ten Northwest Seattle industry, business, and neighborhood organizations supports Sound Transit building a light rail line from Ballard, under the Ship Canal, to downtown Seattle, SeaTac Airport and Tacoma. The Coalition advocates strongly for the reliability of a new Ship Canal tunnel over competing drawbridge proposals. A new Ship Canal tunnel will also maintain the existing capacity of 15th Avenue to carry buses, freight and automobiles.

The supported alignment includes Sound Transit's Candidate Projects C-01c and C-01e, with future extensions C-02 to the University District and a lengthened C-01g to the vicinity of the Northgate Mall. The leader of each organization comprising the Coalition's membership has signed this letter.

Each of the Coalition's members has recently reviewed the "ST3 Candidate Projects" list for projects in the "Central Area" and accompanying maps produced by Sound Transit and available online at http://soundtransit3.org/document-library under "Central Candidate Projects." The purpose of this letter is to express the Coalition's collective views on important elements for consideration as the City of Seattle and Sound Transit conduct system planning studies that we expect to be presented to the community in early 2016 for a November 2016 Sound Transit 3 ballot measure. The undersigned members of the Coalition have agreed on the contents of this letter and we ask that the City of Seattle carefully consider the Coalition's recommendations as the City provides input to Sound Transit on January 21, 2016 regarding the latest round of planning information released by Sound Transit on December 4, 2016.

The Coalition recognizes that Candidate Project C-01c is vitally necessary to meet our city's transit requirements. Additional transit capacity is needed to serve residents and businesses in Ballard, Crown Hill, Interbay, Magnolia, Queen Anne, Uptown, Fishermen's Terminal, Salmon Bay, Terminal 91, and other areas northwest of the Seattle Downtown Regional Growth Center that would otherwise have to use the already-overcrowded 15th Avenue West corridor. Addressing the transit needs of this critical corridor should be of the utmost priority for the City of Seattle and Sound Transit.

We recognize that Sound Transit 3 will be an investment with a multi-century useful life. **The Coalition strongly supports Candidate Project C-01c, and we urge further design and engineering of that alignment.** The final alignment chosen to serve the needs of the area represented by the Coalition should:

- **have the absolute highest possible reliability** in order to maximize long-term ridership, reduce delay for trips throughout the region, and support equitable transit-oriented development in our growing Urban Centers;

- reach and serve the most potential transit users along the corridor, both workers and residents, working and residing both in current development and in potential future development;

- have the **fewest negative impacts** during construction and after construction;

- **enhance**, and not diminish, the current and potential future vehicular, freight, and bus **carrying capacity of arterials**, especially the critical 15th Avenue West Corridor;

- be designed, engineered, and built so that **all the necessary engineering is built into one underground Market Street station in Ballard from its inception** so that service might "split" to the north and east from one underground Market Street station in Ballard as the system expands toward Crown Hill and the University District;

- be designed, engineered, and built to **include "urban station spacing" in the vicinity of the Uptown and South Lake Union Urban Centers**, with an additional station included between Uptown and South Lake Union;

- include integration of other transit services at stations.

The Coalition supports Candidate Project C-01c because it meets the above needs. C-01c will have the highest reliability, providing the best equitable transit oriented development benefit. It will have the least negative permanent and construction impact in the corridor. C-01c runs through and/or along the principal corridor of ridership and serves the interests of all residents and businesses in Ballard, Interbay, Magnolia, Queen Anne, Uptown, and especially the industrial and business users along 15th Avenue West.

The Coalition supports the Mayor's and Sound Transit Board's direction to increase the construction and funding timeline required to meet the needs of funding projects in all Sub Areas while increasing the project scopes of the North King County Sub Area to serve the entire region better. An extended funding period provides additional North King County Sub Area funding to support increased project scope and more reliable high capacity transit service within the North King County Sub Area while dramatically improving connections throughout the region.

Given the above considerations, the Coalition opposes Candidate Projects C-01a, b and d. The coalition also opposes any and all surface running light rail along the 15th Avenue West Corridor, given the rapid growth of the neighborhoods in Northwest Seattle. Further, the Coalition does not support removal of any of the existing four, all-day, freight and general-purpose, automotive lanes from the 15th Avenue West Corridor under any circumstances for the reasons discussed below.

1. Candidate Project C-01a, would remove at least two lanes of 15th Avenue West, creating intolerable traffic conditions and delays.

2. Candidate Project C-01b would have potential for excessive delay due to the operable bridge and have a major negative impact on the 15th Avenue West corridor for both residences and businesses. C-01b permanently creates the type of visual obstruction the City is working to remove elsewhere. This plan has significantly reduced reliability due to the required new movable seventy-foot clearance bridge over the Ship Canal, and will permanently diminish the current and the potential future capacity for

buses, vehicles and freight in the corridor while causing significant construction impacts on businesses, vehicles, current transit, and residents in the corridor.

3. Candidate Project C-01d does not serve the needs of the residents and businesses that rely upon the current 15th Avenue West corridor, nor does it serve the needs of many Queen Anne businesses and residents, especially given the lack of access to most of Queen Anne from Westlake Avenue. Additionally, Candidate Project C-01d running at grade would remove the current and potential needed vehicular lanes from Westlake Avenue. Further, it would not produce the effective, long-term transit investment that would be acceptable for the central-west and northwest districts of the city, especially given the proposed extended taxing period.

The Coalition requests that the City of Seattle not support C-01a, b or d, and instead advise Sound Transit to move Candidate Project C-01c forward for system planning.

Because Candidate Project C-01c naturally connects with Candidate Project C-02 from Ballard to the University District, University Village, and Children's Hospital, Candidate Project C-02 should receive high priority. The Coalition therefore requests that the City of Seattle and Sound Transit study how to build both Candidate Project C-02 and expand service to the north of Ballard, including Candidate Project C-01g and on to Crown Hill and Northgate. A single station should be constructed on Market Street in Ballard to serve both the 15th Ave NW corridor and the 45th Street corridor in order to achieve ease of use while maximizing transit connections.

Station locations should not add further to traffic congestion nor reduce vehicular and freight capacity. This will be a major design challenge requiring significant input from users and adjoining neighbors. Station locations should be easily accessible to pedestrians, cyclists, vehicles, and by local buses connecting surrounding neighborhoods with rail service. For example, the high density Uptown and South Lake Union Urban Centers present immense future mobility demands. Therefore, an additional station as proposed in Candidate Project C-01e should be included. Similarly, Expedia's future campus and the Port of Seattle's seasonal Cruise Ship Terminal 91 are very close to the Candidate Project C-01c Elliot Avenue and Prospect Street station location. Sound Transit should study integration of circulator shuttles to serve the Expedia Campus and Terminal 91. Candidate Project C-01c locates a station near West Dravus Street and 20th Avenue West. Sound Transit should study the integration of King County Metro routes 31 and 33 to serve this station, as well as the potential to integrate a Northwest Seattle Sounder Rail Station at this location.

Thank you for your attention to our input on elements that we consider most important, as Sound Transit, the City of Seattle, and King County Metro move forward with planning for transit service between Ballard and downtown Seattle. The Coalition appreciates your time, your excellent work, and care in planning for the Region's future transit needs.

The contact and coordinator for the Coalition is Ben Broesamle, Chair, Transportation Committee, Magnolia Community Council. He can be reached by cell phone at (310) 562-2759 and by email at NorthwestSeattleCoalition@gmail.com.

Very truly yours,

Mike Stewart, Executive Director
Ballard Chamber of Commerce

Tom Malone, Co-Chair, Urban Design and Transportation Committee,
Ballard Partnership for Smart Growth

Catherine Weatbrook, Co-Chair, Urban Design and Transportation Committee,
Ballard Partnership for Smart Growth

Jeff Thompson, Co-Founder
Interbay Neighborhood Association

Carol T. Burton, President
Magnolia Community Council

Greg Carnese, Executive Director
Magnolia Chamber of Commerce

Steve DeForest, Chair
Magnolia Queen Anne Dist. Council

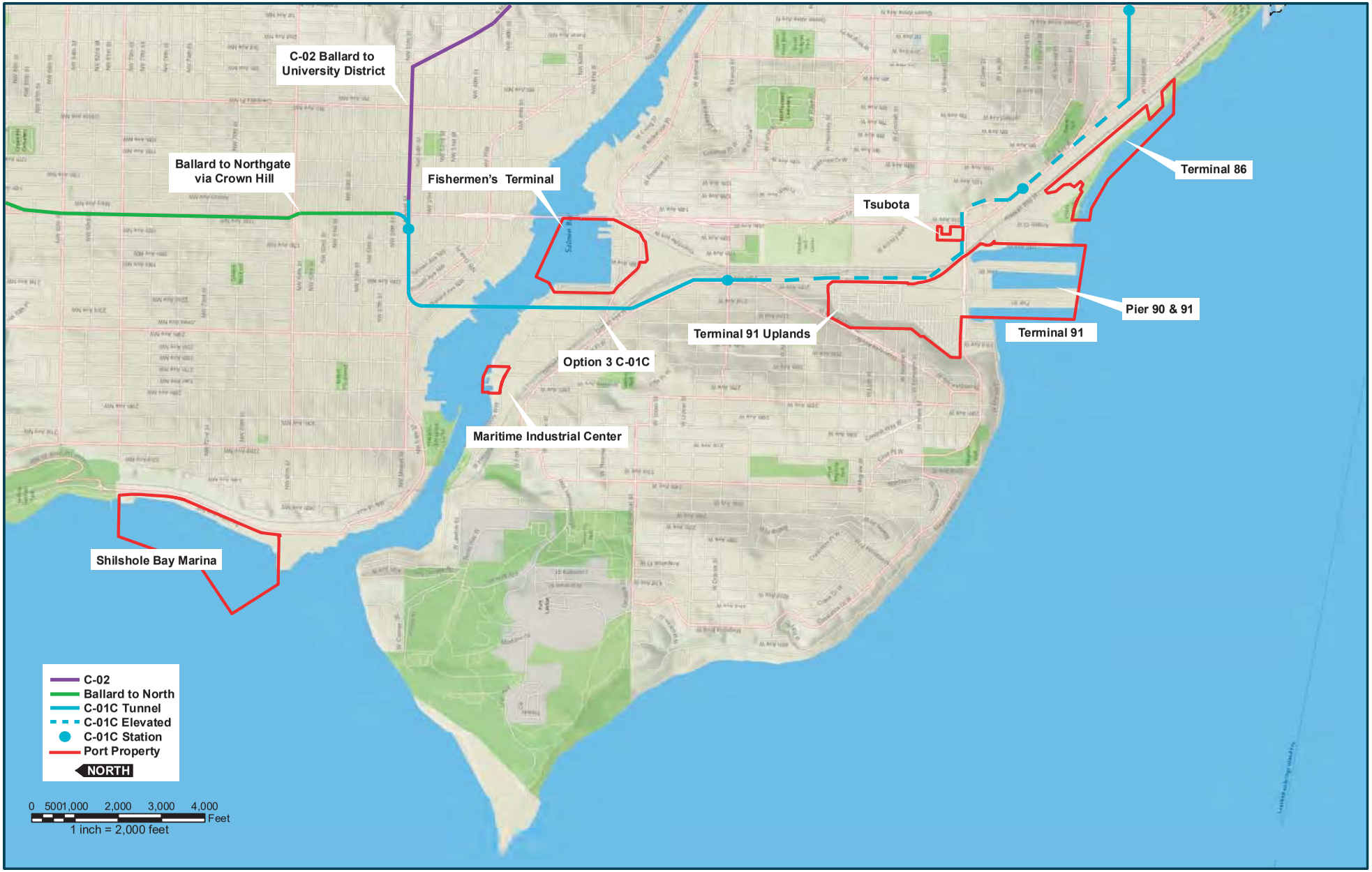
Eugene Wasserman, President
North Seattle Industrial Association

Charley Shore, Executive Director
Queen Anne Chamber of Commerce

Ellen Monrad, Chair
Queen Anne Community Council

Michael K. Davis, Transportation
Committee Chair, Uptown Alliance

[Please note: the next page is best viewed on 11 X 17 paper.]


C-02 Ballard to University District
Ballard to Northgate via Crown Hill
Fishermen's Terminal
Tsubota
Terminal 86
Pier 90 & 91
Terminal 91
Terminal 91 Uplands
Option 3 C-01C
Maritime Industrial Center
Shilshole Bay Marina
C-02
Ballard to North
C-01C Tunnel
C-01C Elevated
C-01C Station
Port Property
NORTH
0 500 1,000 2,000 3,000 4,000 Feet
1 inch = 2,000 feet

January 19, 2016

Dow Constantine, Chair
C/o Board Administrator
Sound Transit Board
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Chairman Constantine:

Pierce Transit received your December 7, 2015 letter asking for comment and acknowledgment of the Sound Transit, December 4 Board workshop templates. We appreciate you reaching out to Pierce Transit for this opportunity to comment. Pierce Transit has a long standing relationship with Sound Transit and looks forward to continued intergeneration, coordination, and partnerships as we move forward with long range transit planning in our region.

Pierce Transit has reviewed Sound Transit's candidate projects presented at the Sound Transit December Board workshop and offer the following comments for your Board's and Sound Transit's staff consideration.

On July 15, 2015 Pierce Transit offered comments regarding initial ST3 South Corridor candidate projects under consideration for further review. These comments and the supported projects promoted the ongoing integration of our local service with your regional service which is essential to continued mobility options throughout Pierce County and the South Sound. We were pleased to see the projects we supported in our letter (listed below) moved forward for further evaluation:

- S-05 – Tacoma Dome Station to Tacoma Mall (Light Rail) the defined Central Link terminus. (S-05 is supported by implementation of S-01 through S-04)
- S-06 thru S-08 – Expanded Sounder Platforms, Platform Extensions, and Additional South Sounder Service (Commuter Rail)
- S-09 – Auburn (Sounder) Station Access Improvements
- S-11 – Tacoma Link Extension to Tacoma Community College (Light Rail)

However, the top priority for Pierce Transit in 2016 is still Project No. **S-12 - Bus Capital Enhancements for Speed, Reliability, and Convenience along Pacific Avenue/SR 7 (Tacoma)**. This project was added after drafting of the July 15, 2015 letter in full collaboration with Pierce Transit and Sound Transit staff working together on the location, infrastructure requirements, and associated cost estimates. The inclusion of this project in ST3 would be a capital contribution which is envisioned as a Bus Rapid Transit (BRT) route along the corridor. We feel strongly that a Pierce Transit and Sound Transit partnership would meet the region's desire for transit agencies throughout the Puget Sound Region to integrate and coordinate service delivery, project development, and system intergeneration, in order to create a truly connected local-to-regional transit system. The inaugural Pierce Transit BRT route would provide service along a 14-mile portion of the corridor currently served by Route 1, which accounts for two million annual

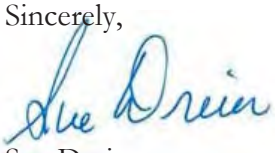
boardings or approximately 19 percent of all Pierce Transit fixed route motorbus boardings. The new Pacific Avenue/SR 7 corridor would connect people to jobs, educational opportunities, and regional destinations from the Tacoma Dome Station to Spanaway; the southern terminus of the Pierce Transit service area.

Additionally, in reviewing the template for Project No. S-12, we noticed that Sound Transit staff did not include comparative data in the template under "Evaluation Measures" as shown next to S-11 (Tacoma Link Extension to Tacoma Community College), perhaps because ours is not Sound Transit's priority project. Therefore, attached to this letter are the "Evaluation Measures" data compiled by Pierce Transit staff and offered to Sound Transit for inclusion and consideration moving forward, in order to demonstrate how the proposed project performs in direct comparison to other South Corridor projects (e.g., S-10, S-11, S-13, and S-14).

Finally, Pierce Transit continues to support the priorities outlined in the July 15, 2015 letter to Sound Transit staff and listed in bullets on the first page of this memo. Pierce Transit has been part of the project team for the Tacoma Link expansion and looks forward to the Phase 2 "Medical Mile" corridor completion in the near future, while continuing to work with the City of Tacoma and Sound Transit on any future expansion projects included in ST3. While we know full build-out of the Central Link Spine to the Tacoma Mall may not be financially feasible under ST3, we hope Sound Transit considers a build-out to the Tacoma Dome Station at a minimum, as this is the South Sound region's largest multimodal transit facility. We also would like to offer our support for Project No. P-01: Future System Planning (ST4) as an important priority for future planning and system integration.

In closing, we are eager for the opportunity to continue ongoing coordination and planning with Sound Transit as these critical South Corridor priority projects are finalized and a ballot initiative to fund ST3 is put forth in the November 8, 2016 general election.

Sincerely,



Sue Dreier
Chief Executive Officer

Attachment

cc: Peter Rogoff, Chief Executive Officer, Sound Transit
Chelsey Levy, Government and Community Relations Officer, South Corridor, Sound Transit
Rebecca Japhet, Public Relations Officer
Jay Peterson, Transit Development Manager
Peter Stackpole, Service Planning Assistant Manager
Darin Stavish, Principal Planner
Max Henkle, Senior Planner

ST3 South Corridor Project No. S-12: Bus Capital Improvements for Speed, Reliability, and Convenience along Pacific Avenue (SR 7) in Tacoma		
Evaluation Measures:		Pierce Transit Ammendments in Red Font
MEASURE	MEASUREMENT/RATING	NOTES
Regional Light Rail Spine		
Does project help complete regional light rail spine?	No	
Ridership		
2040 daily station boardings	11,000—17,000*	Table 10.01 of STOPS model
Capital Cost		2035 Value using ST's 2035 by TAZ forecast data, rounded to nearest thousand; then adjusted downward via ratio of modeled vs observed local bus ridership
Cost in Millions of 2014 $	$270—$289	
Annual O&M Cost		
Cost in Millions of 2014 $	~$9	Per Remix 10 minute all-day weekday headways https://platform.getremix.com/map/10ac90d
Travel Time		
In-vehicle travel time along the project (segment)	58	Assumes average speed=15 mph
Reliability		
Percentage of alignment/route in exclusive right-of-way	Medium	Would use 51% BAT lanes
System Integration		
Qualitative assessment of issues and effects related to connections to existing local bus service and potential future integration opportunities	High	Would connect to 34 bus lines, 1 streetcar line, 1 light rail line (Central Link extenstion), 1 commuter rail line, 2 intercity rail lines vs. 6 bus lines for S19th St TCC Link extension
Ease of Non-motorized Access		
Qualitative assessment of issues and effects related to non-motorized modes	Medium	Determined comparing walkshed against 1/2mile circular radius from station; 64% of parcels accebile vs 60% for S19th St TCC Link extension
Percent of Non-motorized Access		
Percent of daily boardings	72%	Table 10.01 of STOPS model
Connections to PSRC-designated Regional Centers		
Number of PSRC-designated regional growth and manufacturing/industrial centers served	1 center	Regional Growth Center: Tacoma Downtown
Land Use and Development/TOD Potential		
Quantitative/qualitative assessment of adopted Plans & Policies and zoning compatible with transit-supportive development within 0.5 mile of potential stations	Medium	
Qualitative assessment of real estate market support for development within 1 mile of potential corridor	Medium	73% of land in SR-7 corridor built out, undevelopable, or vacant but zoned for single unit housing vs 70% for S19th St TCC Link extension corridor (PC Buildable Lands Report)
Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential stations	10 AU per Acre (2010) 15 AU per Acre (2040)	Source: PSRC 2013 LUB (2010 vs 2040)
Socioeconomic Benefits		
Existing minority / low-income populations within 0.5 mile of potential stations	38%/20%	Source: 2013 ACS 5yr Tables B03002 and C17002
2014 and 2040 population within 0.5 mile of potential stations 2014 and 2040 employment within 0.5 mile of potential stations	50,800/67,500 Pop, 30,200/55,000 Jobs	Source: PSRC 2013 LUB (2010 vs 2040)
For additional information on evaluation measures, see http://soundtransit3.org/document-library		
17,000	* 2035 Value using ST's 2035 by TAZ forecast data, rounded to nearest thousand	
11,000	Then adjusted downward via ratio of modeled versus observed local bus ridership	

Port *of* Everett

January 20, 2016

Hon. Dow Constantine
Sound Transit Board of Directors
c/o Board Administrator
401 Jackson Street
Seattle, WA 98104

RE: Light Rail Alignment/ Station Locations from Lynnwood to Everett in Sound Transit 3 (ST3)

Dear Chairman Constantine:

As the Sound Transit Board of Directors considers how to structure the plan for ST3 in preparation for a November 2016 ballot, the Port of Everett offers the following comments for the Board's consideration:

1. The Port firmly believes that the light rail transit (LRT) system must serve the SW Everett Manufacturing and Industrial Center at Paine Field (MIC). This complex supports a workforce in excess of 60,000 workers daily, and supports the largest concentration of manufacturing jobs.

2. The Port concurs with the City of Everett's January 19 comment letter to the Sound Transit Board and we fully support the revised Option 1 conceptual plan alignment that the City of Everett outlined in their comment letter. The Port would like to underscore several of the City's specific comments, in particular:

   - The Regional Growth Strategy (RGS) designates the SW Everett MIC for substantial job growth in order to provide increased opportunity for economic development and employment growth in Snohomish County. In order to affect this shift in growth as called for by the RGS, the ST3 light rail transit investment must support the land use priorities with an alignment and station locations that create a fundamental shift in current land use patterns and commuter behavior.

   - For the same reasons stated in the City of Everett comment letter, The Port Everett *does not* support an Evergreen Way – Rucker Avenue alignment for another important transportation-based reason: Rucker Avenue between 41st Street and Pacific Avenue is part of the planned freight access route from Interstate 5 to the Port of Everett as part of the Connect Washington Transportation package approved by the Legislature in

1205 Craftsman Way, Suite 200 • Everett, WA 98201 • Phone (425) 259-3164 • Fax (425) 252-7366
Web site: www.portofeverett.com • E-mail: gen@portofeverett.com • P.O. Box 538 • Everett, WA 98206

2015. This corridor is used and will be improved to more efficiently transport large freight vehicles and oversized loads from the Port to Boeing and other destinations. An elevated or at-grade light rail facility in this corridor would undoubtedly present conflicts with critical freight movements.

- A station in the vicinity of the Everett Boeing plant, as indicated by Candidate Project N-02a, is critical to the support of Boeing and aerospace development and employment growth. Snohomish County is second in aerospace manufacturing employment with 43,500 direct jobs and more than 215+ aerospace companies, most of which are housed in this MIC.

- A light rail station at Paine Field in the vicinity of 100th Street SW will become increasingly important as aerospace-related businesses grow and flight operations increase. To ensure the most efficient use of light rail, there must be a seamless connection from Everett Station to Paine Field.

From our perspective, Option 1, with the modifications recommended by the City of Everett, would best accommodate regional growth consistent with Vision 2040, and support congestion relief and maximizes our already strained surface transportation infrastructure.

Once again, the Port appreciates the Sound Transit Board's consideration of our comments.

Sincerely,

Les Reardanz
CEO/Executive Director
Port of Everett

Cc: Port of Everett Commission
Ray Stephanson, Mayor of Everett
Everett City Council
Paul Roberts, Vice Chair Sound Transit Board of Directors
Dave Somers, Snohomish County Executive and member ST Board of Directors
Dave Earling, Mayor of Edmonds and member ST Board of Directors

Port of Seattle

January 21, 2016

Dow Constantine, Board Chair
c/o Board Administrator Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Via email: Soundtransit3@soundtransit.org; emailtheboard@soundtransit.org; boardadministration@soundtransit.org

RE: Port of Seattle Input on Sound Transit 3 Candidate Projects

Dear Board Chair Constantine,

Thank you for your request for feedback on the scope of the candidate projects for Sound Transit 3 (ST3), planning for the next regional transit investment. It is imperative that the ST3 proposal serves and supports the region's assets, including Seattle-Tacoma International Airport (Sea-Tac), cruise terminals, international trade and industrial centers, and maritime uses.

Over the past two decades, the Port has invested almost $500 million in our region's transportation system supporting partners' projects such as Sound Transit. Our collaboration with Sound Transit included construction (and now the extension) of Link Light Rail at Sea-Tac, one of the prime destinations on the line. We strategized for the Sounder rail start-up and ensured the Eastside Rail Corridor remained in public ownership. Finally, we have fundamentally supported high capacity transit ridership to reduce transportation congestion.

Together with Sound Transit, we have many more opportunities to improve the region's transportation for our tenants, passengers and employees at the airport, seaport, and maritime/industrial sites. The Port has three primary objectives for ST3 projects:

1. Enhance service to Sea-Tac for airport passengers and employees, from a web of cities throughout the region
2. Strengthen access to Port facilities, both existing and future developments
3. Improve regional transportation for personal mobility, while protecting maritime/industrial land uses and freight mobility

Attached please find our "Sound Transit 3 Project Review" document, commenting on candidate projects of particular interest to the Port.

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We find that the Sound Transit Board's "Core Priorities" for ST3 align well with our own Century Agenda, a long-range strategy supporting the Port's mission for the region: *to create jobs by advancing trade and commerce, promote industrial growth and stimulate economic development.* The objectives of our Century Agenda include:

- Position the Puget Sound region as a premier international logistics hub
- Advance this region as a leading tourism destination and business gateway
- Use our influence as an institution to promote small business growth and workforce development
- Be the greenest, and most energy efficient port in North America

As you finalize the ST3 proposal, please recognize the following initiatives and activities underway to achieve our specific Century Agenda vision of *adding 100,000 jobs in the region*, through economic growth lead by the Port of Seattle.

- We are developing our **Sustainable Airport Master Plan** to meet the region's long-range air transportation needs at Sea-Tac though 2035, while balancing sustainability considerations. It is important that Sound Transit use current airport growth data that reflects our updated forecasts. As we consider the **challenges and impacts of the growth in airport demand**, we appreciate Sound Transit's participation in our multi-agency Transportation Review Committee to collectively develop regional transportation solutions.

- The **Northwest Seaport Alliance** (NWSA) recently formed to jointly operate the nation's third largest gateway for international containers and some maritime industrial properties of the Port of Seattle and Port of Tacoma. The light rail expansion through SoDo to West Seattle and the Sounder expansion must be cognizant of potential **impacts to the nation's international trade flows**, and must protect, preserve or enhance those facilities and operations.

- The **Ballard-Interbay Northend Manufacturing/Industrial Center** (BINMIC) is headquarters to the North Pacific fishing fleet as many vessels homeport at facilities on the Lake Washington Ship Canal, Salmon Bay, and Terminal 91 (T-91). Seattle's burgeoning cruise ship industry supports Seattle's tourism industry with two berths at Smith Cove Cruise Terminal at T-91, as well as the Bell St Pier Cruise Terminal. The Port also operates recreational marinas and the Maritime Industrial Center. The light rail expansion to the northwest to Ballard must be sited with **regard to the maritime and BINMIC operations**.

We agree that an integrated and robust transportation system is key to maintaining Puget Sound's economic competitiveness and quality of life. We look forward to continuing our successful work with Sound Transit toward new regional transportation solutions, in Sound Transit 3, as well as through the Port's Century Agenda. Should your staff have any questions about our candidate project review, please have them contact our Regional Transportation Manager, Geri Poor at poor.g@portseattle.org or (206) 787-3778.

Sincerely,

Ted J. Fick
Chief Executive Officer

Cc: Port of Seattle Commission
Port of Tacoma Commission
John Wolfe, Northwest Seaport Alliance
Julie Collins, David McFadden, Lindsay Pulsifer, Lance Lyttle, Mark Reis, Elizabeth Leavitt, Clare Gallagher, Geraldine Poor, Linda Stewart, Lindsay Wolpa

Sound Transit 3 Candidate Project Review: Port of Seattle

Primary Port Objectives for Sound Transit 3 (ST3)

1. Enhance service to Sea-Tac for airport passengers and employees, from a web of cities throughout the region
2. Strengthen access to Port facilities, both existing and future developments
3. Improve regional transportation for personal mobility, while protecting maritime/industrial land uses and freight mobility

System operations options

As you consider System Operations options, please consider the benefits of Option 2.

- The Port of Seattle notes that the SeaTac/Airport station passengers are more likely coming from areas north of downtown than the Ballard corridor.
- Option 2 would afford them a one-seat ride instead of having to transfer trains downtown, as Option 3 would require.
- Our concern is that this additional transfer would make the airport trip via light rail less attractive. *We do not support an at-grade option through downtown* (Option 1).

Lynnwood to Everett Light Rail Corridor Options

N-02a – aerial via SW Everett Industrial Center

The Port of Seattle supports N-02a recognizing the importance of serving the jobs and economic activity in that industrial center. The route has the highest ridership forecast as well. Project planning and development should make certain to limit and/or mitigate any impacts on freight access and mobility as Link is extended through the highways and arterials of this industrial center.

Ballard to Downtown Seattle Light Rail Corridor Options

C-01c – aerial via Interbay West / Tunnel through Downtown

The Port of Seattle supports C-01c, recognizing the importance of serving new development, jobs and economic activity in the Interbay sector of Ballard-Interbay North-end Manufacturing/Industrial Center (BINMIC). The opportunities for riders from the new Expedia campus, cruise ship terminal, and potential development of Terminal 91 (T-91) uplands make this segment critical for partnerships in transportation improvements. The Smith Cove Cruise Terminal at Pier 91 provides 2 of the 3 Seattle cruise ship berths, which nearly one million annual passengers use as their homeport. Good access to the public transit system for these employees and passengers is beneficial.

Further design work will also require close coordination with Port of Seattle regarding our facilities, *access and impacts of construction, and light rail design*. It is important to protect the integrity of operations in the T-91 light industrial buildings adjacent to the tracks. Similarly, impacts to the regional bike path connecting NW Seattle to downtown must be identified and mitigated.

We do, however, request that Sound Transit consider alternate routing for C-01c that follows the east edge rather than the west edge of the BNSF Balmer railyard. Proceeding south from the Ship Canal tunnel, the rail would tunnel south under the BNSF Balmer Yard to the easterly side and

proceed south to connect with the current proposal. In favor of this alignment proposal, we note the opportunity to access the east-side properties, and the lack of abutting residential lots as compared with the 20th Avenue West segment north of Thorndyke Ave W. Issues with the current C-01c alignment in the west edge of the Balmer yard are that it serves as a critical access road for the 120-acre T-91 Port property and the regional bike path. As such, the light rail design would have to preserve access to the numerous light industrial operations currently in this section of T-91 as well as address the bicycle path in this corridor.

Additionally, we are very eager to determine whether Route Option C-01c impacts and involves property acquisition from the property known as the former Tsubota Steel site. This is a Port-owned property at 1617 – 15th Avenue W. The property is irregular in shape and the most logical redevelopment scenario would be focused on the south edge where Route Option C-01c is proposed. Acquisition of a portion of this property would affect the value and could render the entire property unviable for redevelopment.

We have grave concerns about any at-grade or aerial light rail on 15th Ave W (C-01a, 01b):
15th Ave W is already a congested city arterial which also serves as the freight spine through Seattle, connecting the two manufacturing/ industrial centers (MICs) and also the major access route to the Pier 91 cruise terminal. However, we perceive that impacts farther south on Elliott Ave W are unavoidable as currently drawn (in 3 of the C-01 alternatives). Thus further planning must focus on minimizing loss of capacity on the freight spine on Elliott Avenue W. Impacts to avoid or mitigate include: loss of lanes, loss of turning or freight parking/loading capacity due to dedicated transit-ways or aerial guideway columns; construction activity of guideway or stations, and increased at-grade rail crossings in industrial areas. The Elliott / 15th Ave W corridor has no proximate parallel routes that could accommodate a loss of vehicle capacity or turn restrictions that affect truck movements, and so such functions must be incorporated into the corridor design. In summary, project planning and development must focus on limiting and/or mitigating any impacts on freight access and mobility, and other users in the corridor such as the cruise industry.

We also believe that a tunnel under the Lake Washington Ship Canal will contribute to system reliability to make that investment worthwhile. It will also eliminate conflicts with the Port's Fishermen's Terminal that were well documented and never resolved in the monorail project proposals. The representative alignment considered by Sound Transit staff for this effort for a new Ship Canal Bridge was west of the existing Ballard Bridge, which would likely require acquisition and relocation of the Fishing Vessel Owners (FVO) facility, an active operation providing unique capabilities to the maritime industry. Additionally, we are concerned that piers and footings of a new bridge would create new navigational constraints in the area west of the Ballard Bridge, where access, turning and maneuvering for larger vessels, especially the fishing fleet needs to be taken into consideration (both in the final design and during construction). In summary, project planning and development must focus on limiting and/or mitigating any impacts on the maritime industry and family-wage jobs dependent on the ship canal location.

Regarding the downtown segment, **we support the 5th Avenue tunnel,** over 1st Avenue at grade, **due to potential loss of capacity through downtown, as well as farther south in SoDo and the Duwamish MIC.**

West Seattle to Downtown Seattle Light Rail Corridor

C-03a – Tunnel thru Downtown / Elevated to West Seattle Junction

The Port of Seattle supports C-03a, recognizing the importance of advancing "logical next steps" project beyond the spine."

We have significant concerns about any at-grade or aerial light rail on 1st Ave S (C-03b), and thus prefer the aerial alignment of C-03a. We understand that the representational alignment for this study used the E-3 busway alignment/right of way. Beneficially, this means no direct capacity loss in the SoDo public rights of way, yet we need to understand if existing buses on the busway would be displaced. Like the Elliott/15th Ave W corridor discussed above, the arterials in SoDo are already constrained and certainly congested during peak commute hours; **further traffic volumes risk interfering with freight mobility in this over-burdened section of the Duwamish MIC**. Impacts to avoid or mitigate include: loss of lane, loss of turning or freight parking/loading capacity due to dedicated transit-ways or aerial guideway columns; construction activity of guideway or stations' and increased at-grade rail crossings in industrial areas. In summary, project planning and development must focus on limiting and/or mitigating any impacts on freight access and mobility.

The Port owns or operates many facilities in SoDo and the Duwamish, especially water-dependent uses on the shoreline. We understand further that the representational alignment of C-03a and C-03c is through the busway, over the Spokane St Viaduct, and paralleling the southern side of the Spokane St right of way. We endorse this location for limiting the direct impacts on the SE Harbor facilities of Terminals 46, 30 and 25 (T-46, T-30 and T-25) and the Port's maintenance shop at 25 S. Horton St. However, the BNSF rail tracks also run south of Spokane St, so clear delineation of that potential conflict is critical. Both rail and vehicle access to and from T-5 and T-18 must be protected and preserved without limiting the freight movement in the international supply chain.

Additionally on Harbor Island, the Port's Harbor Marine Center (T-102) lies south of Spokane St and has limited access. Further design work will also require close coordination with us regarding facilities access, impacts of construction, aerial guideway column placement and light rail operations.

Finally, as these routes cross through the MICs, we are concerned that the improvements could increase gentrification pressures. Sound Transit should avoid incompatibilities with industrial development that could arise from siting stations adjacent to industrial zoned land that may result in pressure for high density non-industrial development or residential uses in the MICs.

Additional Central ST3 Candidate Projects

C-01e – additional potential light rail station in vicinity of SR99 and Harrison St

The Port supports C-01e to provide access to Seattle Center, especially the potential for redevelopment at Key Arena.

C-01f – additional potential light rail station in Interbay

The Port supports a C-01f station developed in conjunction with the Interbay West routing (C-01c) if possible, to **improve access in this redeveloping corridor**. Pedestrian connections to serve employees of Terminal 91 and cruise ship passengers should be part of future planning.

C-07 – Transit Tunnel improvements for system frequency

The Port supports C-07 to increase ridership and decrease travel time in the system, **and improve regional access to Sea-Tac**.

C-08, C-09, and C-10 – In-fill stations

The Port encourages clear evaluation of ridership and investment trade-offs from in-fill stations as more riders may have access, but additional stops extend the travel time for regional riders.

C-12 – Additional Parking at Tukwila International Boulevard (TIB) Stations

The Port believes that additional capacity and service to the airport area will support airport access for air passengers and employees. We **support investments to encourage regional transit trips to Sea-Tac** and want to explore all opportunities available.

Interstate 405 Bus Rapid Transit

The Port of Seattle supports Interstate 405 Bus Rapid Transit. As the regional transit authority, Sound Transit should emphasize serving regional destinations, by minimizing travel times for the longer trips. We **urge Sound Transit to attract riders for destinations such as Sea-Tac**, especially since the ridership forecasts are the same for both options. This route could also provide service to the airport from our nearby cities of Burien, Tukwila and Renton, home to airport employees, businesses with airport linkages, as well as air passengers.

Kent-Des Moines to Tacoma Dome Light Rail

S-01 + S-02 + S-04

The Port supports light rail extension to the south, opening up new light rail connections for air passengers and employees. Again, **we urge Sound Transit to make decisions to minimize travel time, and attract riders for regional destinations, such as Sea-Tac**, especially since the ridership forecasts are the same for both options (via I-5 or SR-99). Another way to improve travel time would be to design future Link extensions to allow bypass routing for express light rail trains, which we understand could not be accommodated retroactively on the existing Link system.

Additionally, we encourage Sound Transit to **limit loss of existing roadway capacity in freight corridors, and to pursue design that limits and/or mitigates any impacts on freight access and mobility.**

Additional South ST3 Candidate Projects

S-06, S-07, S-08, S-15, S-16

The Port supports expansion of the southerly Sounder service, as long as any impact on freight operations is mitigated, as was the original southerly Sounder service start-up. Creation of new capacity for passenger service on the freight rail lines must come from investments demonstrated (by modeling) to preserve existing freight rail capacity. Again, Puget Sound's international trade gateway benefits from our transcontinental service and the existing capacity is one of our competitive assets.

Future System Planning

C-13 – West Seattle/Junction to Burien Transit Center LRT

P-05 – HCT Study: Light Rail Extending from West Seattle to Burien and SeaTac/Airport Station

The Port believes that additional capacity and service to the airport area will support airport access for air passengers and employees. From the LRT extension West Seattle/Junction to Burien (C-13), we support advancing P-05 to construction of light rail extension to the airport (advancing from a study), opening up new light rail connections for air passengers and employees. Again, we urge Sound Transit to serve regional destinations such as Sea-Tac Airport.

Region Wide Programs

R-05 + R-06 – System Access Program and R-06 Innovation (R-05) and Technology Fund (R-06)

We urge Sound Transit to utilize some of these investments for programs or services that would improve HCT access to Sea-Tac and other regionally designated centers, integrate with other transportation systems (the air travel network), and provide multi-modal access (three of ST's Core Priorities). Air passenger ridership on Sound Transit has unique characteristics including infrequent trips, carrying luggage, discomfort with the airport/Link station walk, or early/late travel times. Similarly, airport employees frequently must start or end their shifts at times that Sound Transit does not currently serve the airport. Additionally, while Link Light Rail has more reliable travel times, it is a longer trip time at off-peak hours, again a detriment to air passenger ridership. We would like to see express trains on the existing system but have been told that the necessary bypass routing could not be designed retroactively. It is our expectation that **these funds could be utilized to overcome some of the barriers to transit ridership to the airport**, as well as considering improved airport connections to the increasingly important Tukwila/International Boulevard (T/IB) Station.

Puyallup Tribe of Indians

Dow Constantine
Chair, Sound Transit Board
401 South Jackson Street
Seattle, WA 98104

January 8, 2016

RE: Sound Transit 3

Dear Chair Constantine,

Recently, Sound Transit issued a letter requesting input from the Puyallup Tribe of Indians regarding its efforts in developing a ballot initiative for high-capacity transit known as Sound Transit 3 (ST3). The Puyallup Tribe of Indians has been working diligently with Sound Transit staff on identifying the needs and concerns related to high-capacity transit development on the Puyallup Reservation. The Puyallup Tribe of Indians is engaged in helping guide responsible development of transportation to help alleviate congestion and provide our Tribal Membership with transportation opportunities so they may more readily access jobs and services. As requested, the Tribe has reviewed the scope of candidate projects that are part of Sound Transit 3 and has provided the following comment.

The Puyallup Tribe of Indians acknowledges that the ST3 proposal projects have a long planning process and alternatives analysis that will ultimately determine how high-capacity transit will look once funding is approved. Given that some of these projects have environmental, cultural, and planning related concerns the Tribe will continue to work with Sound Transit on addressing proper measures to remediate those concerns once the alignment of projects become more defined in the future.

The Tribe believes in the need for high-capacity transit on the Puyallup Reservation and the need for a fiscally responsible ballot initiative. Of the eligible projects for ST3, project S-03 and S-04 are of primary concern to the Tribe. The Tribe has previously expressed the priority of completing the Central Spine to Tacoma during Sound Transit's Long Range Plan Update. Since this previous correspondence, tribal staff has been working to identify challenges in completing this corridor as well as compare the costs and benefits between a State Route 99 and Interstate 5 alignment. Given new information provided of the viability of stops at Portland Avenue and near the EQC in Fife, the Tribe believes the most cost effective and beneficial alignment at this time is Project S-03 via Interstate 5. As the 6th largest employer in Pierce County the Tribe believes these stops would service major employment centers including the EQC in Fife and the Tribal Campus area off of Portland Avenue which are anticipated for growth.

3009 E. Portland Ave. Tacoma, Washington 98404 253/573-7800

Additionally, after further review since the Long Range Plan Update, Project S-04 was found to more likely conflict with Tribal Member's businesses on State Route 99 near the prospective Milton light rail stop as well as bring the alignment near sensitive cultural and environmental resources.

The Tribe is also supportive of other projects near the reservation that contribute to effective expansion of transit service:

1. Candidate Projects S-01 & S-02 – Projects are essential for the completion of the Central Spine through Federal Way to Tacoma.
2. Candidate Project S-05 – Project extends Central Spine to Tacoma Mall Regional Growth Center which will help reduce Interstate 5 congestion.
3. Candidate Projects S-07 & S-08 – Transit efficiency projects that invest in existing transit infrastructure that increase frequency and ridership of Sounder service.

Collectively, these projects should help address congestion concerns on the reservation to help improve our quality of life. Thank you for Sound Transit's continued involvement with the Tribe in the planning process for ST3. The Tribe looks forward to making sure that the Puyallup Reservation has access to quality transit service and engaging in formal consultation on these improvements in the future.

Sincerely,

Bill Sterud

Chairman Bill Sterud
Puyallup Tribe of Indians

3009 East Portland Avenue, Tacoma, WA. 98404 Ph: (253) 680-5774 Fax: (253) 680-5771

QUEEN ANNE COMMUNITY COUNCIL

1818 1st Avenue W
Seattle, WA 98119

January 9, 2016

To:
Ed Murray, Mayor of Seattle
Mike O'Brien, District 6, Chair, Seattle City Council Transportation Committee
Sally Bagshaw, District 7, Seattle City Council
Tim Burgess, Position 8, Seattle City Council
Lorena Gonzalez, Position 9, Seattle City Council
Scott Kubly, Director, SDOT
Jeanne Kohl-Wells, District 4, King County Council
The Sound Transit Board
Ric Igenfritz, Executive Director of Planning, Sound Transit
Karen Kitsis, Planning and Project Development Manager, Sound Transit

Subject: Sound Transit 3

The Queen Anne Community Council has reviewed the various routes that Sound Transit is considering for the light rail line from downtown to Ballard and northwest Seattle via Seattle Center and is pleased to support the route that we believe best serves our community.

The Queen Anne Community Council believes option 3, C-01C, best serves this area. It is the best choice to serve the larger employment centers in our area. This is the route that comes out of the Seattle Center area via Elliott and then crosses the 15th Avenue W corridor at West Prospect Street to go north along 20th Avenue West before going into a tunnel and crossing under the Ship Canal in the vicinity of 22nd Avenue West. It offers the most benefits with the least adverse impacts of the four routes under review.

It is important to our community that the chosen route does not reduce vehicular capacity on any of the major arterials serving this area. These would include Elliott, 15th Avenue West as well as Westlake. Also important is that the construction and use of the final route have the least negative impacts on our area. C-01C is the only route meeting these criteria.

We note that the Westlake route could negatively affect vehicular capacity on that arterial and would not serve some of the larger employers on the west side of Queen Anne like Expedia and the Port of Seattle. The Westlake route is not accessible to much of the eastside of Queen Anne because of the steep terrain and lack of east/west crossings at Aurora Avenue. The 15th Avenue West corridor is heavily used so routing the line along this right-of-way has even greater impacts on it capacity. Construction on either of the

arterials, Westlake or 15th Avenue West, would magnify congestion and create bottlenecks throughout the construction period.

The Queen Anne Community Council believes C-01C best serves Queen Anne residents. It connects Seattle Center major employment centers, including the coming Expedia headquarters operation, future development of the Port's property in the Uplands, and the jobs and residences at West Dravus, and in the industrial zone with the developing regional system. It is critical that stations be included to support these areas.

This route, unlike those on 15th Avenue West, has no negative impact on Fisherman's Terminal and the multi-billion dollar fishing industry centered there. Moreover, a tunnel under the Ship canal has much less impact in terms of land required and community impact than a bridge, and will offer far greater service reliability to transit riders.

We urge Sound Transit to adopt the C-01C routing through our neighborhoods to achieve the greatest benefit with the fewest negative impacts.

Sincerely,

Ellen Monrad
Chair, Queen Anne Community Council
206-795-2354
elmonrad@gmail.com

SaveOurTrail.org

Save our Trail Committee
5417 103rd Pl. NE
Kirkland WA, 98003

Sound Transit Board
C/o Board Administrator
401 S. Jackson Street
Seattle, WA 98104-2826

Dated: February 24, 2016

Dear Chairman Dow Constantine and Sound Transit Board Members,

The Save Our Trail group has concluded that our interests would best be served by working with Sound Transit in fully supporting ST3 in the November elections.

Our support is based on a final ST3 proposal that includes the intensive capital version of E-02 – I405 Bus Rapid Transit, which includes:

- E-02b-SegA – Lynnwood Transit Center to Bellevue Transit (Intensive Capital)
- E-02c1 – Kirkland NE 85th St, BRT In-line Station (Intensive Capital)
- E-02c2 – Kirkland NE 85th St, Bus Only Lanes (Intensive Capital)

We believe this package also fits the model of "Quick Wins" that was discussed at the Capital Committee meeting on February 11th.

However, we will not be able to support a final ST3 project if it contains proposals for transit on the Cross Kirkland Corridor, including E-03A or E-O6. We want to make clear that we recognize the need for more public transportation as embodied in the draft ST3 proposal, and believe that the intensive capital version of E-02 includes all the major stops necessary to serve Kirkland. We also want to make clear that we are specifically opposed to the SegA section of E-03, not the entire project.

We recognize that Sound Transit did reach out for comment on the ST3 proposal from the governments of the cities and counties involved. We wish to point out that the response of the Kirkland City Council, while duly elected, does <u>not</u> represent the will of the people in this case. This is not the first time this has happened: In the election last November, Proposition 1, aggressively pursued by the City Council, was rejected by 65% of our citizens.

Per our previous letter to you and conversations with some Sound Transit Board members, The City Council's support for E-03A and E-06 has generated a significant negative response on the part of our citizens. Over 2,100 have now signed the Save Our Trail petition. E-03A would represent the first Rails-to-Trails proposal that would include motorized transit in the entire State of Washington. There are 17 other Rails-to-Trails segments in Washington - all of which are non- motorized transit - where elected officials have recognized the importance of protecting our green spaces throughout the state.

We offer our support for ST3 in November with the understanding that the proposal would not include transit on the Cross Kirkland Corridor, such as E-O3A and E-O6. If the proposal does include either or both of these, it is our belief that the citizens of Kirkland will oppose ST3; thereby, putting the entire ballot proposal at risk.

We look forward to working with you to achieve a successful result in November.

Sincerely,

Santos Contreras and David Greschler,

On behalf of the Save Our Trail Leadership Committee

To: Sound Transit Board
From: Seattle Subway
Re: Sound Transit 3 - Draft System Plan
Date: January 21, 2016

Dear Sound Transit Board Members,

As a signatory to the Transit Access Stakeholders letter to the Sound Transit board, Seattle Subway strongly supports the principles endorsed by this broad cross-section of community organizations. As the Sound Transit Board develops a system plan over the coming months, we want to detail certain actions and choices that will be critical to fulfilling these broadly-supported goals. Our further recommendations to the board are as follows:

1. **Seattle Subway supports Regional Operations Option 3**: A new Downtown Seattle light rail tunnel with a new operating plan to support regional transit capacity.

2. **Provide a light rail connection between Totem Lake, Kirkland, Bellevue and Eastgate in ST3.** Unlike E-03, this connection must provide stops in downtown Bellevue without requiring downtown users to transfer at Wilburton Station.

3. **Include contingency lines in ST3.** Our well-run transit agency can deliver projects under budget. We have seen this during the construction of University Link and further such opportunities are likely to arise even after we put a robust plan to voters. Good project management, along with local, state and federal grant funding over the course of the program can be used to build a more comprehensive system. Contingency lines could make the following possible if additional funding becomes available:

    - **North King**:
        - Ballard to Lake City as an extended C-01g (with a transfer that improves 522 BRT)
        - West Seattle Junction to White Center (C-13)

    - **South King**:
        - Light rail to/through Burien (C13) to SeaTac and beyond (toward Renton)

    - **Pierce County**:
        - Extension of Central Link past downtown Tacoma
        - Additional Tacoma Link and Bus Rapid Transit (BRT) investments

    - **East King**:
        - Light rail from Eastgate to Issaquah (southeastern segment of E-03 alignment)

    - **Snohomish County**:
        - North line routing through SW Everett Industrial Park (N-02a)

4. **Study Ballard to Lake City now.** As a robust investment is considered, it may be possible to fully fund Downtown Seattle to Ballard to UW as a single line. If contingency lines become possible, then the question becomes, "what's the next investment?" Density, demand, and social equity point to serving the NE portion of Seattle with light rail, connecting to BRT serving 522 from Lake City through Lake Forest Park, Kenmore and Bothell to Woodinville.

5. **West Seattle Junction to Downtown (C-03a), Downtown to Ballard (C-01c), and Ballard to UW (C-02) must be fully funded within ST3.**

6. **Sufficiently fund the Downtown to Ballard Line to go under the Ship Canal (C-01c) from day one.** Ballard to downtown *will* eventually connect to an East-West line serving Ballard to UW (C-02). Therefore, tunneling under the ship canal has the following advantages:

    - **Reliability.** Tunneling saves a rapidly growing city from having its mass transit stop for ships and leisure craft.
    - **Connections.** Because the Ballard to UW line must be underground, having an above ground Downtown to Ballard line complicates the eventual connection and forces an unnecessary transfer. Ballard to UW works far better as an extension of Downtown to Ballard.
    - **Operational Efficiency.** Ballard to UW needs a track connection to the system in order to efficiently operate the three mile line without having to construct and operate a separate operations and maintenance base.

7. **Serve Belltown and Denny Triangle, South Lake Union and Uptown in ST3.** This would require creating High Capacity Transit (HCT) connections for Belltown and Denny Triangle in addition to the baseline provided in the Downtown Seattle light rail tunnel plan (C-01c). As the second-densest neighborhood in Seattle, foregoing a well-planned, robust transit connection for Belltown would be a short-sighted decision that will require expensive corrections in the future.

8. **Create connections between the Downtown Seattle light rail tunnel (C-01c) and transit that directly serves the Aurora Corridor.**

9. **Serve the entire West Seattle corridor with appropriate investment.** Our high capacity transit in West Seattle must be entirely grade separated and reach White Center and Burien (via C-03a and C13). Importantly, the Delridge corridor must also be served with two stops on this alignment, at the north end and south end.

10. **Forward Compatibility.** All stations and lines should be built with an eye toward future expansion. Future completion of the long range plan should not require suspension of service on existing lines simply because station expansions or junctions were not planned or funded when the original station/lines were built.

11. **Study Funding.** Funding of a study for an extension from Belltown through South Lake Union to Capitol Hill, First Hill and the Central District must be included in the ST3 plan.

This routing is colloquially referred to as the “Metro 8 Subway” by many as it mirrors the high-ridership, reliability-challenged Metro bus line 8 in many respects. This line would create the density of urban HCT connections the City of Seattle will need in the future.

These options represent what we believe are best courses of action to serve the entire region with the robust transit solution that voters are yearning for and our job growth and transportation challenges demand. We request that they be given proper consideration and inclusion in the final ST3 system plan and November ballot measure.

Sincerely,

Keith Kyle
President, Seattle Subway

28 January 2016

Sound Transit
Union Station, 401 S. Jackson Street
Seattle, WA 98104

Dear Boardmembers:

We appreciate the opportunity to comment on the Sound Transit Phase 3 (ST3) system plan and governing policies. Sierra Club supports transportation policies that strengthen local communities, towns and urban centers, and promote equal opportunity, while reducing emissions of greenhouse gases (GHGs) and promoting transit systems that are well coordinated with convenient intermodal connections. **We support a bold and visionary ST3 system plan that brings convenient, reliable, sustainable, and cost-effective transportation options throughout the entire Puget Sound service region.** We urge the Sound Transit Board to develop a plan that is able to serve more neighborhoods of all incomes and demographics. The environmental, health, and fiscal costs of continued dependence on a fossil fuel and single-occupant-vehicle-based transportation system vastly overwhelm the expense of building quality mass transit for our future.

A set of policies and projects for ST3 that we can support enthusiastically will contain the following elements:

* Invest in Multi-modal access funding to reduce reliance on Park and Ride access
* Price Park and Ride spaces to better manage parking space demand
* Select non-freeway alignments, which provide highest potential for transit oriented development (TOD) and affordable housing
* Strategic phasing of projects to deliver timely benefits where need for transit and expected ridership are greatest, while subsequent expansions add value over time
* Ballard/Downtown grade-separated project (C-01b with suggested modifications) is highest priority to provide the highest ridership in the system
* West Seattle Alaska Junction/Downtown option C-03a initially, including a station at Delridge to connect with a Delridge BRT line best serves in a timely way both high-density West Seattle and Delridge corridor
* Redirect SR-522 BRT to light rail connection at 130th Street Station via NE 125th Street to better connect Lake City Urban Village to light rail

* Lynnwood/Everett option N-02b along Evergreen Way/SR 99 with connection to Paine Field via light rail spur or BRT
* I-405 BRT option E-02b which includes more stops to enable higher ridership
* Eastside rail corridor used for frequent electrified all-day transit service (either electric bus or light rail)
* All-day every day Sounder service is most productive South Corridor service improvement

Key policies we believe should be part of the governing principles of the ST3 plan are described in more detail below. We then provide comments on specific candidate projects that offer rationale for the summary statements above.

Increase multimodal access funding

Sound Transit should increase funding for local transit and non-motorized access to high capacity transit by increasing both the overall allocation for the system access fund and the specific allocation for transit integration, access, and information.

Sierra Club helped Sound Transit to establish the concept of system or station access and dedicated funding to support it during the assembly of ST2 in 2008. Funds for this purpose were rolled back when revenues plunged relative to expectations during the Great Recession and its aftermath in 2009-11. It is clearly time to renew this effort with investment in system access that prioritizes local transit and non-motorized access.

Investments in transit and non-motorized access are an affordable, effective, and sustainable way to attract riders. Research shows that encouraging riders to access transit on foot or by bike can be a lower-cost way to increase ridership, and that in some locations, local bus service has potential to bring the most riders to stations. Parking, on the other hand, has a greater environmental footprint, and promotes automobile reliance. Evidence abounds that excessive parking leads to more driving.
http://www.citylab.com/commute/2016/01/the-strongest-case-yet-that-excessive-parking-causes-more-driving/423663/
https://www.washingtonpost.com/news/wonk/wp/2016/01/15/the-problem-with-parking/

Pricing of parking is needed to better match smart investments with demand

We urge Sound Transit to decrease allowance for parking in each project and use pricing to better determine the quantity of provided parking spaces. Unpriced parking attracts too much vehicle traffic and reduces the attractiveness and likelihood of transit oriented development. Less space devoted to parking allows for changes in density around station areas over time as the light rail network is

built out. Excessive spending on parking disproportionately benefits higher-income commuters who choose to use transit. Low-income households in Washington are much less likely to own a car. Priced parking revenues contribute to multi-modal access funding.

Find ways to use existing capacity before building new capacity. Lease parking from partner agencies, jurisdictions, or nearby businesses, rather than building new structures, wherever possible. This is typically cheaper than construction, and becomes easier to dispose of parking when supply exceeds demand or station areas transform with dense, walkable residential and commercial development.

Price and manage parking at all park-and-ride structures and lots—existing and new, while building minimal additional parking capacity. In addition to encouraging carpooling and reducing the need for increased parking capacity, parking management can spread passenger loads throughout the day. This can lower operating costs by requiring fewer vehicles and drivers during peak periods. Pricing and managing parking can also help achieve social equity goals by providing predictable access to available parking and defraying the costs of building and operating park-and-rides. Without fees, these costs are fully borne by all users, including those arriving by foot, bike, or bus. Consistent with principles of equitable access, low income ORCA LIFT riders should pay a lower parking rate.

Region needs to implement full-cost, priced Road Usage Charge (RUC) system.

Sound Transit needs to work with partners such as Puget Sound Regional Council and Washington State Department of Transportation (WSDOT) along with elected officials to implement a RUC system that more accurately incorporates the cost of operations and maintenance of area roadways. This system needs to include congestion time-of-day tolling on all limited-access highways in the central Puget Sound area. Congestion pricing will enable BRT service on area highway HOV lanes to function more reliably. To be most effective and gain acceptance, the RUC would need to encourage fuel-efficient vehicles, mitigate burden on low-income drivers, and protect privacy.

Maximize Ridership and Potential for Equitable Transit-Oriented Development and Density

The ST3 system plan needs to explicitly include in its policies, projects, investments, and alignment decisions the means to maximize potential for equitable TOD and to create compact, walkable communities. Prioritizing equitable TOD also decreases reliance on travel by car, reducing single occupancy vehicles and greenhouse gas emissions. Sound Transit should maximize potential for equitable TOD in its project selections by:

- Selecting alignments and investing in station locations that can support mixed development.

- Building in sufficient funds for multimodal access and TOD development at each station.
- Connecting areas characterized by an existing mix of development and well-connected street grids with frequent transit service.
- Prioritizing contracting with developers that will build affordable housing.
- Actively working to prevent residential and commercial displacement among lower-income households.
- Assembling land purchases to enable future development at an appropriate scale and adopting disposition policies that ensure land can be developed when stations are built or soon after completion.
- Considering access costs when evaluating alignments. Freeway alignments and other access-challenged alignments will require inclusion of multimodal access costs as mitigation.
- Selecting projects using criteria that place emphasis on ridership numbers and TOD potential around station locations.

Sound Transit can best provide reliable transit service that connects the most users with the most destinations if it focuses on reaching and connecting dense urban areas across the region. Sound Transit should focus on serving transit nodes with ample interconnection of services, as well as schools, hospitals, and large employment centers with high ridership potential.

Project phasing is equally important as project selection.

The need to meet climate and growth management goals through reducing GHG emissions and promoting compact, walkable communities with abundant transit options require delivery of major projects in the first decade of the plan. Strategic phasing of projects is necessary to deliver timely benefits to regional residents and enable subsequent expansion with extended lines and new junctions. An ambitious 25 year plan where nearly all projects come on line in years 22 to 25, for example, won't help the region achieve crucial near-term climate and growth management objectives. We need some major projects ready for service in a 6 to 10 year horizon even if the entire plan is staged over a longer period of implementation.

Early planning can inform decision making in ST3 and assist with priority phasing of projects to deliver cost-effective benefits to riders and the region's environment and activity centers. A focus on ridership and potential for equitable TOD will deliver beneficial projects in a timely way. Planning for contingent funding to further build out the system as opportunities allow through cost savings or matching funds can improve project delivery.

Climate mitigation objectives demand focus on GHG emissions reductions.

Since all transportation accounts for about 46 percent of state GHG emissions (http://www.ecy.wa.gov/climatechange/docs/2012GHGtable.pdf), substantial emissions reductions will be needed in the next few decades to enable the region to

meet targets the state has set for reducing GHGs by 2035 and 2050. A transit system powered by clean energy and low-carbon biofuels that empowers residents to shift away from fossil fuel and automobile dependence will greatly assist our efforts to reduce climate impacts. Land use changes that encourage compact, walkable communities coupled with deployment of clean, effective transit need to rank high on the set of criteria Sound Transit uses to select projects and associated implementation policy.

Below, we offer comments on the specific candidate projects, arranged by area as presented in Sound Transit phase 3 public documents.

North Corridor

Lynnwood to Everett light rail: We strongly favor alignment **N-02b** with direct routing of line to Everett with TOD potential along Evergreen Way/ Hwy 99 or other nearby arterial corridors north of Alderwood Mall into Everett. The out-of-direction squiggle should be avoided on the main corridor connecting to Everett.

Instead, serve Paine Field industrial area with a spur that connects from the main north-south line. This added service could be either BRT or light rail, with the potential ridership and cost determining the appropriate mode. If a light rail spur is used, it can interline with the north segment for a one-seat ride to Everett and convenient transfer station for riders in the corridor traveling to/from the south.

N-01: Include this LRT extension into north Everett from Everett Station as a subsequent phase after implementing N-02b. This segment serves neighborhoods characterized by a well-connected street grid and can provide access to Everett Community College.

N-03: Sound Transit funds should not be directed to an Edmonds permanent station project so long as the Sounder north corridor continues to generate anemic ridership. Allow WSDOT to proceed with this project based on the needs of the ferry system.

N-04: The station at 130th Street on the North Link Corridor should be constructed as part of implementing ST2 because it is such a high priority station location. We consider this station as a higher priority than the south Shoreline station (145th or 155th) in the initial build out of the North Link Corridor in ST2. Definitely build the 130th station regardless of the source of the funding, and do so expeditiously. Do not build a parking structure at 145th St (this proposed station along the north corridor should be relocated to 155th St.), and shift funds from parking at Northgate to both 130th and Graham Street (**C-08**) infill stations. We do point out, however, that the N-04 ridership estimates are way too low in the ST3 project description. The area around the 130th station will be an urban village in Seattle Comprehensive Plan 2035 update, so ridership is going to be more consistent with that of other urban villages.

N-05: Build this additional station only if an urban village with TOD is designated by local jurisdictions. This infill station makes sense only if its surroundings will maximize ridership and potential for TOD.

N-06: Garage – no, do not consider this option for the package; exclude it from any and all project lists.

N-09 + N-10: In the SR-522 BRT option, the N-09 segment should be revised to serve the Lake City neighborhood and connect to LRT at 130th St. Station, which we presume to be completed as part of ST2 implementation. BRT service via NE 125th St., which has less traffic than NE 145th St., serves more riders by going through the Lake City neighborhood urban village. We favor omitting any structured parking at the south Shoreline station, and relocating it to 155th Street from the poorly sited 145th Street location, the latter of which suffers from too much vehicle traffic due to the interchange with I-5.

Central Section (mostly in Seattle)

Downtown Seattle to Ballard. Among the candidate alignments presented for the Downtown Seattle to Ballard light rail project, we find alternative **C-01b** to be most favorable for its reliable travel time, large ridership, and better cost effectiveness per rider than the other presented grade-separated alternative. This high ridership corridor is the highest priority project within the entire ST3 plan for its ability to support urban density with reliable, frequent, and quick mobility between the largest employment center in downtown Seattle and a burgeoning neighborhood well served by local transit with a complete street grid that encourages easy walk up and bike up ridership. C-01b serves important locations and offers ease of continuation north toward Crown Hill among the existing proposed options in this corridor.

However, we have several concerns, and offer suggestions for modifications to the considered options that allow for a more accurate and representative comparison with other proposed alignments in this corridor.

- We strongly recommend Sound Transit analyze a different routing through Fremont other than the mostly surface C-01d option. An alignment option that is mostly tunneled following a route via Fremont is needed to accurately compare with the grade-separated Interbay route options. This modified option could use the tunnel route of C-01b in downtown, but instead of turning west toward Seattle Center continue north along a Dexter/ Westlake corridor crossing underneath the Ship Canal to serve Fremont. The alignment could transition to limited surface and mostly elevated sections once it reaches the vicinity of Leary Way. ST should explore several possibilities for how and where this modified alignment would enter the activity center of Ballard.
- Another concern about option C-01b as proposed is that it omits serving Belltown, the state's second densest residential neighborhood (behind only

First Hill). A dense neighborhood such as Belltown should be served by a light rail line to generate large ridership and serve a dense residential market. A different alignment immediately north of downtown should be studied for C-01b to determine how it might better serve Belltown while still including a station in the southwest corner of the South Lake Union area.

- A modified Fremont alignment should be considered which serves both Belltown and South Lake Union. The mostly grade-separated alignment we suggest via Fremont could be routed to serve both Belltown and South Lake Union by following 4th or 5th Ave. northwest from Westlake Plaza, then turning northeast to reach the South Lake Union area along Dexter, 9th, or Westlake Avenues. Such an alignment could accommodate a Belltown station in the vicinity of 4th or 5th Ave. and Bell or Battery Street. Sound Transit might even consider repurposing a portion of the Battery Street Tunnel for this alignment if, indeed, a deep bore tunnel is ever completed successfully and SR 99 is shifted out of the Battery Street Tunnel.
- In order to expedite light rail to Ballard, Sound Transit should also consider an interim alignment that connects to the existing 3rd Ave/Pine St tunnel by way of an underground right-of-way at the Convention Place site. This could allow for light rail service to operate between Ballard and Downtown Seattle while a second transit tunnel through Downtown is constructed to add much needed capacity for intersecting and parallel transit corridors. In the initial phase, a Ballard line would diverge from the existing University Link toward South Lake Union and/or Belltown and Fremont. Once a second downtown tunnel is operational in a subsequent phase, the Ballard line could be routed there, leaving the system with a cross-over connection to improve flexibility and meet peak demand in both the existing and second downtown transit tunnels.

C-01g The extension to the Ballard alignment north to NW 65th St. could be surface or elevated north of Market Street. This project is a good addition to the basic Downtown Seattle-Ballard light rail corridor and should be seen as an additional piece to eventually continue the alignment to Crown Hill (vicinity of NW 85th St.)

C-02: Ballard-University District cross town should be one of the main proposals, not relegated to a second tier of additional projects. This corridor has high ridership and serves key activity centers. We suggest that C-02 be interlined at its west end in Ballard with LRT to/from the north for continuation of service toward Crown Hill. A connection with the Downtown Seattle-Ballard alignment could allow sharing of maintenance facilities. Sound Transit should also consider options for a modified Downtown Seattle–Fremont–Ballard alignment and its connections with Ballard–University District cross-town routing. The C-02 alignment could interline to Fremont and follow a more southerly routing to the U District as an alternative to a Market Street/45th Street corridor alignment.

The east end of C-02 project alignment should be configured to allow for a connection with SR 520 cross-Lake light rail. We strongly urge Sound Transit to include SR 520 light rail in the set of ST3 candidate projects. Light rail on the new SR 520 bridge enables a complete corridor to extend between Crown Hill, Ballard University District, South Kirkland, and Redmond.

West Seattle to Downtown Seattle: The preferred option among those presented for this corridor is initially **C-03a**, but light rail only as far as Alaska Junction is insufficient. The C-03a option is better viewed as the first step of a multi-phased set of projects to extend high-capacity transit to West Seattle, White Center, and Burien. The Delridge corridor should be served in the initial phase with BRT/RapidRide Plus that includes an easy connection to the C-03a light rail line. More boarding locations on a BRT line relative to surface light rail will enable increased access along Delridge Way SW. Light rail to Alaska Junction will enable local bus service to be more effective, which makes C-03a the leading project to implement first in this corridor.

In subsequent phases, we favor an extension of light rail similar to project ***C-13*** that continues the alignment from Alaska Junction to White Center and on to Burien. This phased approach offers the most mobility for the number and location of riders served, with good TOD potential that serves a diverse mixed-income community near both light rail stations and BRT stops. A conversion of the Delridge corridor to light rail can then be added if ridership warrants it.

C-08 Graham Street Infill Station: The station at Graham Street along the Central Link Corridor should be constructed as part of implementing ST2 because it is such a high priority station location. This station can be funded by deemphasizing ST2 parking garages at Northgate. The Seattle Comprehensive Plan calls for non-motorized and local transit access at non-terminal stations in the city. As noted for 130th Street station (**N-04**), the large potential for local transit transfer and walk-up and bike-up access are benefits to realize by the end of ST2 implementation. Graham Street is well located along a good potential east-west local transit corridor as well as being a good candidate for TOD and affordable housing. Definitely build the Graham station regardless of the source of the funding, and do so expeditiously.

C-09 & C-10 are contingent on all-day Sounder South service.

C-11 Madison Street BRT: This corridor is highly ranked in Move Seattle plans and the long-range plan for expansion of RapidRide by King County Metro. While we favor this corridor for enhanced frequency and reliability using clean quiet electric vehicles, given the emphasis by other jurisdictions the Madison Street corridor is not a high priority use of Sound Transit funds. However the implementation of Madison Street BRT should be considered in the larger network of connections among modes that is possible in Downtown Seattle.

C-12 garage: No, do not consider this option for the package; exclude it from any and all project lists. Manage parking demand at T.I.B. station through pricing.

Sea-Tac airport: The Airport is the 3rd largest activity area in the region, and needs better service to/from a variety of destinations.
We recommend Sound Transit install a moving sidewalk at Sea-Tac airport connecting from the station entrance to the terminal building.

East Corridor
Add SR 520 light rail to candidate projects. Ensure the completion of the SR 520 westside project continues to include provision for adding light rail (wow out separating eastbound and westbound lanes for LRT alignment transition to tunnel or elevated segment for crossing of Montlake Cut). A light rail connection across Lake Washington via SR 520 should be considered in the context of a continuous line connecting with the Ballard - University District (C-02) alignment which together would serve South Kirkland and Redmond/Bellevue.

E-01 Continuation of East Link LRT into Redmond: Completing the route into Redmond is a high priority for east King County. We offer two recommendations to improve the LRT project:

- add East Link station at NE 51st St. This relatively inexpensive surface station allows connections with local bus routes on an east-west corridor, and is less congested than NE 40th St. for access to/from the north along 148th Ave NE.
- more direct alignment needed into downtown Redmond. The East Link routing should enter Redmond from the west such as near Leary Way with the Downtown Redmond station reached first, and then route East Link to a terminus station near the intersection of SR 520 and Redmond Way. The proposed hairpin alignment of E-01 is ludicrous.

E-02b I-405 BRT: The I-405 BRT corridor would operate more effectively with congestion pricing in place along this limited-access highway. We support the higher capital cost version of option **b** that includes more station stops along the route to enable higher ridership and more destinations served. However, one BRT station that we recommend be eliminated from E-02b is the NE 85th St. station because it suffers from technical challenges that will prove not to be cost effective nor a convenient connection for riders. The Burien Transit Center is preferred as the southern terminus because it is an activity location with a reasonably good street grid that has potential for further TOD. It would also be a likely light rail terminus in the full build-out of project **C-13**.

Eastside north-south corridor: Sound Transit should use the Eastside Rail Corridor (ERC) for frequent electrified transit service all day. This corridor serves a different market than I-405 BRT and is complementary, not an alternative to the longer distance I-405 travelshed. The ERC mode, either light rail or electrified

(battery or trolley) BRT, should be selected based on cost effectiveness given the projected ridership. Sierra Club supports a combination of quiet electrified transit and a bicycle and pedestrian commuter and recreational trail in the "green corridor" of the ERC.

E-03 Totem Lake – Issaquah light rail: We urge Sound Transit to eliminate the section on the east side of I-405 at south end of Bellevue. Instead, interline the E-03 project on the same track as East Link from the vicinity of NE 12th St. and Wilburton Station through downtown Bellevue to South Bellevue Station, then split and travel east along I-90.

We consider the Totem Lake – Bellevue section of this alignment to be more cost effective and ready for potential TOD sooner than the Bellevue- Issaquah segment. As such, we encourage earlier implementation of the Totem Lake – Bellevue connection, while the eastern extension toward Issaquah be phased in later. Local jurisdiction zoning changes to promote greater density around stations areas can affect the timing of light rail implementation. As an interim measure, express bus service for Issaquah would be improved by funding the addition of center access ramps to and from the west from I-90 at SR 900 (17th Ave NW) in Issaquah for quick bus access into the Issaquah Transit Center.

E-06 Totem Lake – Bellevue electrified BRT on eastside rail corridor We support use of electric (either trolley or battery-electric) buses on the eastside rail corridor as a backup alternative to the light rail option of E-03. The corridor is closer to residents and employment centers than proposed BRT on I-405 and will be an effective way to move people between Totem Lake, Kirkland, and Bellevue without the congestion of local arterial streets. This corridor should definitely include both transit and trail in a quiet and clean "green corridor" connecting eastside communities.

South Corridor

The highest priority project in the South Corridor should be Sounder service all day weekdays and on weekends (**S-08**). This should rank higher than completion of the light rail spine (S-01 through 04). The Kent Valley cities served by Sounder south have reasonably complete street grids that promote easy walk-up, bike-up, and local transit transfer access to the Sounder stations. In contrast, much of the area near I-5 where the light rail spine is proposed to go is characterized by large blocks, strip malls, and cul-de-sacs, and is much less conducive to non-motorized access and local transit transfers. The ridership per unit cost along with TOD potential should be major factors in prioritizing which projects to include in the plan and to implement first.

S-01: Revise to place alignment on Hwy 99. This segment which extends Link LRT from the vicinity of Highline Community College (Kent-Des Moines Rd.) to S. 272nd St. is the next highest priority of the light rail options in the south corridor after the Tacoma Link extension to Tacoma Community College (**S-11**).

S-02: Revise to place alignment on Hwy 99. This segment which extends Link LRT from S. 272nd St. to the vicinity of the Federal Way Transit Center (S. 317th St.) is the third highest priority of the light rail options in the south corridor after S-11 and the S-01 segment immediately north of it.

S-04 (SR 99 alignment) is preferred over *S-03* (I-5 envelope) of the presented options for the light rail connection between Angle Lake station and Tacoma. However, the segment covered by both options S-04 and S-03 is the least cost effective of the proposed light rail segments and should be lowered in priority after extensions to the existing Tacoma Link system and the revised segments (shifted to SR 99 from I-5) that extend south to Federal Way T.C.

S-05 Tacoma Mall LRT extension: Prioritize after all-day Sounder service and the Tacoma Community College Link extension (**S-11**), but ahead of completion of the light rail spine, especially the segment between Federal Way and Tacoma.

S-06 Expand Sounder South Train Platforms to 8 cars We suggest this project be done concurrently with the expansion of service in the Sounder South corridor, but added train length should not be used as a substitute for increased frequency of service.

*Increased Sounder service (**S-08**)* should be accompanied by an arrangement among Sound Transit, WSDOT, Amtrak, Federal Railroad Administration, Burlington Northern Santa Fe, and Union Pacific that ensures more passenger rail frequency along the Sounder/Amtrak corridor between Seattle and Tacoma by shifting some BNSF freight traffic to the UP line. Also Sound Transit should consider self-propelled railcars (DMUs) for mid-day service and for the Tacoma – Lakewood segment of the Sounder route to save on fuel costs by better matching the equipment to the passenger demand. Frequent service all day long needs to be the objective along Sounder south. Use of hybrid-electric locomotives and DMUs powered by cleaner biofuels should be a priority until such time as electrification of the Sounder/Amtrak corridor becomes feasible.

S-09 and S-10 station access improvements are a good investment as long as they don't add structured parking in the downtown areas of valley cities.

S-11: LRT extension to Tacoma Community College from the expanded ST2 Tacoma Link is the leading project for light rail in Pierce Co. This corridor adds reliability to travel in a well connected street grid and can support equitable TOD.

Among the Bus Capital Enhancement projects, *S-12* along Pacific Avenue is the best of the candidate projects. The Sounder extension to DuPont (*S-17*) would generate more ridership than the proposal for a line from Puyallup to Orting. Use of DMUs might be considered for DuPont-Lakewood-Tacoma service with well-timed transfers to full locomotive-drawn train sets at Tacoma.

Regionwide Projects
More funds need to be allocated for the System Access Program (Pedestrian and bicycle access, bicycle parking, transit connections). Sound Transit should be more willing to fund local transit service that brings riders to ST express buses and trains than to fund increased parking capacity at the stations and transit centers. Finally, we urge at least a tripling of the funds dedicated to the Transit Oriented Development program (*R-07*) with a major emphasis placed on affordable housing for low income residents.

Thank you for this opportunity to shape the ST3 plan to help support a more sustainable region knit together with frequent, reliable transit service.

Sincerely,

Tim Gould
Chair, Transportation & Land Use Committee
Sierra Club Washington Chapter

January 21, 2016

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Re: Eastside cities' joint ST3 candidate projects comment letter

Dear Chair Constantine and Members of the Board,

The cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Bothell appreciate the opportunity to provide feedback on the candidate projects under consideration for inclusion in the Sound Transit 3 (ST3) System Plan. The following shared comments reflect the interests stated in the "ST3 System Plan Joint Interest Statement" submitted to the Board on July 14, 2015, and are in addition to the city-specific comment letters that may be provided to Sound Transit by January 21, 2016.

The Eastside is a vital and growing area, and an integral component of the regional economic engine. Eastside cities are projected to reach nearly 700,000 regional residents and more than 550,000 jobs by 2040. Our cities are interconnected both geographically and economically, and have many common interests and goals. We are boldly reshaping our regional growth centers and downtowns into dense, mixed-use, urban centers that need frequent and reliable transit service to sustain economic growth and viability.

ST3 has the potential to create transit connections within the Eastside, and provide connections between the Eastside and the rest of the region. For ST3 to be successful on the Eastside, the Board must invest in projects that effectively meet the travel demands of both our current communities and those of the future.

It is imperative that the ST3 System Plan address the Eastside transit network in a comprehensive fashion to serve the substantial expected growth, and to maintain the principles of subarea equity as defined in ST2. Should ST3 be approved by the voters, the Eastside will be making a significant tax investment into the package, and we look forward to seeing specific details about the Eastside projects in step with these funds. We request the Board fully fund the following projects, and related project adjustments early in the ST3 System Plan:

- **E-01:** Complete the East Link spine to Downtown Redmond.

- **E-02:** Fully implement Bus Rapid Transit (BRT) on I-405, from Lynnwood to SeaTac. Adjust the scope of the proposed low intensive capital project to provide sufficient access for the line to operate as an efficient BRT facility; the project components necessary to function as BRT and maximize service and ridership include:
    - Access improvements including, but not limited to, additional inline stations at NE 85th Street, relocation of the North 8th Street HOV direct access ramp in Renton as discussed under project E-04, direct access to the Tukwila Sounder Station, and at least one additional location south of I-90;
    - Expanded park-and-ride facilities;
    - Dedicated transitway with inline flyer stops;
    - Vehicles with multiple doors for entry/exit, designed to "dock" with stations to eliminate a step-up onto the bus;
    - Off-board fare collection;
    - Frequent, all day service, with intuitive maps and simple schedules;
    - Transit signal priority where applicable for faster, more efficient service; and
    - Sophisticated communication systems to track vehicle locations and provide arrival information directly to passenger cell phones or other kiosk displays.
- **E-03:** Light rail from Totem Lake to Issaquah via Bellevue to connect these three regional growth centers with fast, frequent and reliable transit service. The scope for this project must provide flexibility and be scalable to meet ridership demand and the needs of the communities served.
- **E-04:** In lieu of the proposed North 8th Street HOV direct access ramps in Renton, provide a new transit center and parking garage at Rainier Avenue South and South Grady Way.
- **N-09 and N-10:** Build BRT on 145th Street and SR 522 to connect with North Link, in accordance with the plans of the local jurisdictions through which it passes, to provide HCT between the Eastside, including the University of Washington Bothell/Cascadia College Campus, and the greater Seattle area via the north end of Lake Washington.

In addition to the above projects, we urge Sound Transit to provide detailed information about investment plans for enhanced and expanded Regional Express Service (REX) between Eastside cities and the region. These investments should include adding service to overcrowded and high ridership routes, and implement capital investments that improve the quality of these services and the rider experience.

We also look forward to an in depth discussion about ST3 plans for non-motorized station access improvements, such as pedestrian and bicycle facilities, and leveraging transit oriented development opportunities.

The regional infrastructure investment represented in a potential ST3 package presents an extraordinary opportunity to synchronize plans from multiple agencies to achieve important regional growth, transportation and environmental policy goals. It is critical that we work in unison to address the important ties between land use and transportation in the early planning phases of the ST3 System Plan to realize the maximum potential of this regional investment. An effective transit system will also seamlessly integrate REX, BRT, light rail and local bus service. We look forward to seeing work products that demonstrate integration between Sound Transit and King County Metro planning efforts.

Thank you for considering our comments as we plan for our region's future mobility. The projects in the final package presented to voters should be in step with local and regional plans. We welcome close coordination with Sound Transit as the ST3 System Plan continues to develop.

Sincerely,

John Stokes
Mayor, City of Bellevue

Hank Margeson
Council President, City of Redmond

Fred Butler
Mayor, City of Issaquah

Denis Law
Mayor, City of Renton

Amy Walen
Mayor, City of Kirkland

Andy Rheaume
Mayor, City of Bothell

Snohomish County

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January 20, 2016

Dow Constantine, Board Chair
Sound Transit
401 S Jackson St.
Seattle, WA 98104-2826

Dear Chair Constantine:

Re: Comment and Acknowledgment Letter on ST3 Candidate Projects

Thank you for this opportunity to comment on the ST3 candidate projects. I appreciate the work that was put into developing this list. Snohomish County is committed and supportive of the efforts to provide for a regional high capacity transit system that addresses existing and future growth in population, jobs, and travel demand.

Snohomish County's number one regional transit priority is the completion of the light rail spine to Everett. The extension of this system is critical to meeting the transportation and development needs of the county. We urge the Sound Transit Board to adopt a system plan that includes an alignment from the Lynnwood Transit Center to Everett Station via the Southwest Everett Industrial Center (Paine Field).

The Ash Way Park and Ride at 164th St SW and the Mariner Park and Ride near 128th St offer critical opportunities to integrate multiple modes of transportation by co-locating light rail with *Swift* bus rapid transit, local bus service, I-5, and the Interurban non-motorized trail along I-5. Light rail service to these areas will serve as a development catalyst for the transit supportive development potential that these areas have. Snohomish County supports these locations for future light rail stations as included in each of the north corridor alignment options.

It is important that in developing a system plan, Sound Transit consider how access to light rail station areas will be integrated into the local transportation system. Last year, Snohomish County began a study of access issues and solutions to the potential 164th and 128th station areas. We are pleased to see that two projects from this study have been included in the candidate project list. These projects are the transit and non-motorized overcrossings connecting the east and west sides of I-5 at the Ash Way Park and Ride (N-07) and near 128th St (N-08). In addition, we support the concept behind R-05: System Access Program which would provide a small allowance to fund needed local non-motorized and transit access improvements on existing roadways in station areas.

Please consider the following comments and revisions:

- Additional detail should be added to the evaluation sheets for projects N-07 and N-08 and the corresponding summary matrix. Almost all of the evaluation measures for these projects have an N/A listed. We feel that this information is both available and applicable and should be included in these sheets. A more complete project sheet will allow for adequate comparison with other projects being considered for the system plan. Attached to this letter we have included corrected project evaluation sheets that we feel represent a more complete and accurate picture of the projects. These corrected project sheets include

information that we have for these projects and an indication of information that we do not have but ST does have and should include.

- Project sheet N-02ab-SegB and N-02c-SegB, 164th/Ash Way to 128th LRT, should be revised to reflect the TOD potential of the 128th St./I-5 areas. While the sheet acknowledges that there is strong support in the local and regional plans, it states that only 50% - 60% of the land within ½ mile of a potential station as "compatibly zoned". Snohomish County has zoned all properties within 1/2 mile of this project as Urban Center. This is the County's highest density mixed-use zone intended for transit-oriented and pedestrian-oriented areas. This land use designation and zoning has been specifically put in place in anticipation of light rail and should be reflected in the project sheet.

- Project sheet N-02abc-SegA, Lynnwood Transit Center to 164th/Ash Way LRT, states that there would be "no additional park-and-ride capacity at any of the stations." It is too early to decide whether the current number of parking spaces is sufficient at Ash Way. The decision on parking adequacy for Ash Way station area should be made through the planning process for implementing the system plan. Related to this point, costing for the Ash Way station area should assume structured parking as a necessity for maintaining and adding parking capacity.

- Community Transit's planned *Swift* BRT expansion has not been adequately considered for the 128th and 164th station areas. Project sheets N-02abc-SegA, N-02ab-SegB, N-02c-SegB should all rate "System integration" as high and mention the planned *Swift* service in the description. In addition, Project sheet N-02abc-SegA should include "bus/rail integration facility costs" to accommodate the planned BRT service at the 164th/Ash Way station area.

Thank you for the consideration of our comments.

Sincerely,

Dave Somers, County Executive

Attached:
Snohomish County Council Joint Resolution
Suggested Revisions to N-07 and N-08
Suggested revisions to summary sheet "Additional North ST3 Candidate Projects"

N-07: New I-5 Crossing at 164th Street SW

SHORT PROJECT DESCRIPTION:

This project would provide a capped contribution to Snohomish County toward a multi-agency partnership project providing east/west multimodal connectivity and access to the future potential 164th Street light rail station located at the Ash Way Park-and-Ride. The project would construct a new Bus Rapid Transit (BRT), pedestrian, and bicycle crossing of I-5 at the location of the current direct access ramp. Project provides an opportunity for co-locating in one station light rail, *Swift* bus rapid transit, local bus service, and the Interurban non-motorized trail.

Note: The elements included in this representative project will be refined during future phases of project development and are subject to change.

KEY ATTRIBUTES

REGIONAL LIGHT RAIL SPINE: ~~No~~ Yes

CAPITAL COSTS: $32 million (capped contribution)

RIDERSHIP: ~~NA~~ This project will provide necessary passenger accessibility to the light rail station by providing travel time and reliability of BRT on the 164th St corridor connecting to the Ash Way light rail station. This station is projected to have 3,300 daily boardings.

PROJECT ELEMENT:

- The project would be a capped contribution from Sound Transit to Snohomish County toward a multi-agency partnership project constructing a new BRT, pedestrian and bicycle crossing of I-5
- Expand the existing direct access facility to connect to the east side of I-5 and provide a continuous two-lane transit way with pedestrian and bicycle facilities
- Complete the north portion of the direct access ramps connecting I-5 to the Ash Way park-and-ride
- Construct a new roadway segment generally in the 161st Street SW alignment providing transit, pedestrian and bicycle facilities connecting the new I-5 crossing with Meadow Road
- Improved roadway section providing transit, pedestrian and bicycle facilities along Meadow Road
- connecting 164th Street to the new crossing of I-5
- Intersection improvements to Meadow Road at 164th Street SW to provide bus priority

NOT INCLUDED:

- Sound Transit cannot fund any elements of this project that do not meet Sound Transit's legislative requirements in RCW 81.104 for the provision of high-capacity transit service
- Maintenance and operations, or other elements or costs exceeding Sound Transit's capped contribution to the project
- Parking not included; See separate document titled "Common Project Elements"

ISSUES & RISKS

- Requires coordination with WSDOT and FHWA, and likely an Interchange Justification Report (IJR)

- Design and construction requires coordination with Sound Transit and Community Transit, which have other potential projects in the area, including BRT and light rail stations with sites to be determined

Sound Transit has defined a conceptual scope of work for this candidate project based on a concept being developed by Snohomish County. This information is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements will be determined after completion of system planning, project level environmental review, and preliminary engineering.

Long Description:
This project would be a capped contribution from Sound Transit to Snohomish Country for a multi-agency partnership project improving east/west multi-modal connectivity and access to the future potential 164th Street light rail station located at the Ash Way Park and Ride. The project would construct a new Bus Rapid Transit (BRT) and non-motorized crossing of I-5 at the location of the current direct access ramp by extending the existing ½ crossing. This crossing would serve as a transit and non-motorized alternative to the congested 164th Street interchange. This project would provide a capped contribution to Snohomish County of up to $32 million toward this project. This crossing would serve a potential future station area of project N-02 extending light rail north from the Lynnwood Transit Center station of the Lynnwood Link Extension project.

Assumptions:
Project to be administered and implemented by Snohomish County.

Environmental:
Snohomish County would be responsible for any environmental effort needed for this project.

Utilities:
Snohomish County would be responsible for all utility relocation as needed to complete the project, including fiber optics, sewer, water, overhead electric/communications, etc.

Right-of-Way and Property Acquisition:
Some acquisition, which may be required for the new roads within the 161st Street SW alignment and for the realignment of Ash Way. Snohomish County would be responsible for any right-of-way or property acquisition required for this project.

Permits:
Snohomish County would be responsible for all permits needed for this project.

Project Dependencies:
Project N-02

Potential Project Partners:
· FTA
· Snohomish County
· WSDOT
· FHWA
· City of Lynnwood
· Transit partners serving project: Community Transit

Cost:

Sound Transit has defined a conceptual scope of work for this candidate project based on a concept being developed by Snohomish County. This information is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements will be determined after completion of system planning, project level environmental review, and preliminary engineering.

In Millions of 2014$

ITEM	COST	COST WITH RESERVE
Agency Administration	$0.26	N/A
Preliminary Engineering & Environmental Review		
Final Design & Specifications		
Property Acquisition & Permits		
Construction		
Construction Management		
Third Parties	$32.00	N/A
Vehicles		
Contingency		
Total	$32.26	N/A

Design Basis: Conceptual

The costs expressed above include allowances for TOD planning and due diligence, Sustainability, Bus/rail integration facilities, and Non-Motorized Access. These allowances, as well as the costs for Parking Access included above, are reflected in the following table. Property acquisition costs are not included in the table below, but are included within the total project cost above.

ITEM	COST	COST WITH RESERVE
TOD planning and due diligence	N/A	N/A
Sustainability	N/A	N/A
Parking Access	N/A	N/A
Non-Motorized	N/A	N/A
BU/Rail integration facilities	N/A	N/A

N-07: 164th St Light Rail Station – BRT/Pedestrian/Bicycle Access

MEASURE	MEASUREMENT/RATING	NOTES
Regional Light Rail Spine *Does the project help complete the regional light rail spine?*	~~No~~ Yes	Project will provide needed connectivity to the regional light rail spine for approximately 150,000 residents and 25,000 employees who live within ½ mile of planned Swift BRT routes.
Ridership *2040 daily station boardings*	~~N/A~~ 3,200 daily boardings at the 164th St light rail station.	This project will provide connectivity to the Ash Way light rail station for the planned Swift BRT route. The project will also provide access to the station for pedestrians and bicycles.
Capital Costs *Cost in Millions of 2014 $*	$56	Capped contribution to multi-agency partnership project
Annual O&M Cost *Cost in Millions of 2014 $*	N/A	Snohomish County will be responsible for facility maintenance
Travel Time *In-vehicle travel time along the project (segment)*	~~N/A~~ 7-11 minutes for bus	This project will provide an estimated 60% improvement in BRT travel time by avoiding the congested 164th/I-5 interchange.
Reliability *Percentage of alignment/route in exclusive right-of-way.*	N/A 60%	Exclusive ROW includes the sections of 3rd Ave, 130th St, and the I-5 crossing.

System Integration *Qualitative assessment of issues and effects related to connections to existing local bus and potential future integration opportunities.*	~~Medium~~ High	NO7 will provide connectivity, travel time, and reliability for planned BRT service and high levels of local transit service to the Ash Way station area. Project NO7 will also improve connectivity to the Ash Way light rail station for transit using I-5 because of the completion of the direct access ramp.
Ease of Non-motorized Access *Qualitative assessment of issues and effects related to non-motorized modes.*	~~N/A~~ Medium	Project N07 will provide a non-motorized connection from the Interurban Trail on the east side of I-5 to a light rail station on the west side of I-5. Under current conditions this crossing is difficult or non-existing.
Percent of Non-motorized Access *Percent of daily boardings*	~~N/A~~ (Sound Transit should complete this using their information for the 164th Station)	Located in Urban Center with high walk and bike potential.
Connection to PSRC-designated Regional Centers *Number of PSRC-designated regional growth and manufacturing/industrial centers served.*	~~N/A~~ Connectivity to 1 PSRC designated center	This project will provide travel time and reliability improvements for the planned BRT route connecting the Ash Way light rail station with the Lynnwood Regional Growth Center
Land Use and Development/TOD Potential *Quantitative/qualitative assessment of adopted Plans and Policies and zoning compatible with transit-supportive development within 0.5 mile of potential stations.* *Qualitative assessment of real estate market support for development within 1 mile of potential corridor.* *Density of activity units (population and employment for 2014 and 2040) within 0.5 mile*	~~N/A~~ High High (Sound Transit should complete this using their information for	Snohomish County has zoned all properties within 0.5 miles of this project as Urban Center. This is the County's highest density mixed-use zone intended for transit-oriented and pedestrian-oriented areas. There is strong real estate market support for development in this area. Within 1 mile of this project corridor over 1300 apartment units have been constructed in the last 5 years with another 200 in the permit process.

of potential stations	the 164th Station)	
Socioeconomic Benefits *Existing minority/low-income populations with 0.5 mile of potential stations* *2014 and 2040 population within 0.5 mile of potential stations* *2014 and 2040 employment within 0.5 mile of potential stations*	~~N/A~~ (Sound Transit should complete this using their information for the 164th Station)	

N-08: New I-5 Crossing at 128th Street SW

Short Project Description:

This project would provide a capped contribution to Snohomish County toward a multi-agency partnership project ~~providingeast~~providing east/west multimodal connections across I-5 to a potential 128th Street light rail station near the ~~Ash Way~~ Mariner park-and-ride. The project would construct a new Bus Rapid Transit (BRT), pedestrian, and bicycle crossing of I-5 as an alternative to the congested 128th interchange. Project provides an opportunity for co-locating in one station light rail, *Swift* bus rapid transit, local bus service, and the Interurban non-motorized trail.

Note: The elements included in this representative project will be refined during future phases of project development and are subject to change.

KEY ATTRIBUTES

REGIONAL LIGHT RAIL SPINE: ~~No~~ Yes

CAPITAL COSTS: $56 million (capped contribution)

RIDERSHIP: ~~NA~~ This project will provide necessary travel time and reliability of Bus Rapid Transit on the 128th corridor connecting to the 128th St light rail station. This station is projected to have 7,000 to 9,000 daily boardings and 3,000 daily bus transfers.

PROJECT ELEMENT:

- The project would provide a capped contribution from Sound Transit to Snohomish County toward a multi-agency partnership project constructing a new Bus Rapid Transit (BRT) and non-motorized crossing of I-5 in the 130th Street SE/SW alignment, involving a two-lane transitway with bicycle lanes and pedestrian facilities crossing I-5
- Intersection improvements at 128th Street SE/3rd Avenue SE and 128th Street SW/8th Avenue W to provide bus priority
- Improved roadway sections providing transit, pedestrian and bicycle facilities connecting 128th Street SE to the new I-5 crossing:
    - along 3rd Avenue SE between 128th Street SE and 130th Street SE
    - in the 130th Street alignment between 3rd Avenue SE and 8th Avenue W, and
    - along 8th Avenue W between 130th Street SW and 128th Street SW

Sound Transit has defined a conceptual scope of work for this candidate project based on a concept being developed by Snohomish County. This information is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements will be determined after completion of system planning, project level environmental review, and preliminary engineering.

Long Description:
Capped contribution from Sound Transit to Snohomish County for a multi-agency partnership project to improve east/west multi-modal connectivity and access to the potential future 128th Street light rail station. The project would construct a new Bus Rapid Transit (BRT), pedestrian, and bicycle crossing of I-5 as an alternative to the congested 128th interchange. This project would provide a capped contribution of up to $56 million toward this new crossing, serving a potential future station area of project N-02 extending light rail north to Everett from the Lynnwood Transit Center station of the Lynnwood Link Extension project.

Assumptions:
Project to be administered and implemented by Snohomish County, which would also be responsible for facility maintenance.

Environmental:
Snohomish County would be responsible for all environmental activities on this project.

Utilities:
Snohomish County would be responsible for all utility relocation as needed to complete the project.

Right-of-Way and Property Acquisition:
Snohomish County would be responsible for all right-of-way and property acquisition needed for this project.

Permits:
Snohomish County would be responsible for all permits needed for this project.

Project Dependencies:
Project N-02

Potential Project Partners:
· FTA
· Snohomish County
· WSDOT
· FHWA
· ~~City of Lynnwood~~
· City of Everett
· Transit partners serving project: Community Transit

Cost:
Sound Transit has defined a conceptual scope of work for this candidate project based on a concept being developed by Snohomish County. This information is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements will be determined after completion of system planning, project level environmental review, and preliminary engineering.

In Millions of 2014$

ITEM	COST	COST WITH RESERVE
Agency Administration	$0.45	N/A
Preliminary Engineering & Environmental Review		
Final Design & Specifications		
Property Acquisition & Permits		
Construction		
Construction Management		
Third Parties	$56.00	N/A
Vehicles		
Contingency		
Total	$56.45	N/A

Design Basis: Conceptual

The costs expressed above include allowances for TOD planning and due diligence, Sustainability, Bus/rail integration facilities, and Non-Motorized Access. These allowances, as well as the costs for Parking Access included above, are reflected in the following table. Property acquisition costs are not included in the table below, but are included within the total project cost above.

ITEM	COST	COST WITH RESERVE
TOD planning and due diligence	N/A	N/A
Sustainability	N/A	N/A
Parking Access	N/A	N/A
Non-Motorized	N/A	N/A
BU/Rail integration facilities	N/A	N/A

N-08: 128th St Light Rail Station – BRT/Pedestrian/Bicycle Access

MEASURE	MEASUREMENT/RATING	NOTES
Regional Light Rail Spine *Does the project help complete the regional light rail spine?*	~~No~~ Yes	Project will provide needed connectivity to the regional light rail spine for approximately 100,000 residents and 25,000 employees who live within ½ mile of planned Swift BRT routes.
Ridership *2040 daily station boardings*	~~N/A~~ 7,000 to 9,000 daily boardings at the 128th St light rail station.	This project will provide connectivity to the 128th St. light rail station for the planned Swift BRT route as well as providing access to the station for pedestrians and bicycles. This station is projected to have 7,000 to 9,000 daily boardings.
Capital Costs *Cost in Millions of 2014 $*	$56	Capped contribution to multi-agency partnership project
Annual O&M Cost *Cost in Millions of 2014 $*	N/A	Snohomish County would be responsible for facility maintenance
Travel Time *In-vehicle travel time along the project (segment)*	~~N/A~~ 8-9 minutes for bus	This improvement will provide an estimated 44% improvement in bus travel time by avoiding the congested 128th/I-5 interchange.
Reliability *Percentage of alignment/route in exclusive right-of-way.*	N/A 60%	Improves travel time and reliability of the Swift BRT route serving the 128th St Station light rail station by providing an exclusive crossing of I-5 getting transit out of the congested 128th Ave./ I-5 interchange area.

System Integration *Qualitative assessment of issues and effects related to connections to existing local bus and potential future integration opportunities.*	~~Medium~~ High	The 128th St station will be served by the Community Transit's Swift II BRT expansion. Swift II will begin at Canyon Park in Bothell and end at Paine Field/SW Everett MIC near the Boeing plant. Project N08 will improve travel time and reliability for Swift II and the other transit on 128th St providing integration of bus service and the light rail station.
Ease of Non-motorized Access *Qualitative assessment of issues and effects related to non-motorized modes.*	~~N/A~~ Medium	Currently the 128th station area has Medium/Low ease of non-motorized access partially due to the conditions at the 128th interchange that make non-motorized crossing of I-5 difficult or impossible. Project N08 will provide a non-motorized connection from the Interurban Trail and Urban Center on the east side of I-5 to a light rail station on the west side of I-5.
Percent of Non-motorized Access *Percent of daily boardings*	~~N/A~~ 25-35% of boardings at the 128th Station	
Connection to PSRC-designated Regional Centers *Number of PSRC-designated regional growth and manufacturing/industrial centers served.*	~~N/A~~ Connects to 2 Regional Centers	This project will provide travel time and reliability improvements for the Swift BRT route connecting the 128th light rail station with Canyon Park Regional Growth Center in Bothell and the Paine Field Manufacturing/Industrial Center.
Land Use and Development/TOD Potential *Quantitative/qualitative assessment of adopted Plans and Policies and zoning compatible with transit-*	~~N/A~~ High	Snohomish County has zoned all properties within 0.5 miles of this project as Urban Center. This is the County's highest density mixed-use zone intended for transit-oriented and pedestrian-oriented areas.

supportive development within 0.5 mile of potential stations. *Qualitative assessment of real estate market support for development within 1 mile of potential corridor.* *Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential stations*	Medium/High 128th Station: Pop/acre: 2014: 9; 2040: 13 Emp/acre: 2014: 2; 2040: 3 Pop+Emp/acre: 2014: 11; 2040: 16	Much of the area within 1 mile of this project corridor has been evaluated as having a high redevelopment potential. Some areas of the corridor are rapidly redeveloping while others areas are stable waiting for a development catalyst.
Socioeconomic Benefits *Existing minority/low-income populations with 0.5 mile of potential stations*	~~N/A~~ 128th Station: 45% minority; 17% low-income Pop: 2014: 4,700; 2040: 6,500	
2014 and 2040 population within 0.5 mile of potential stations *2014 and 2040 employment within 0.5 mile of potential stations*	Emp: 2014: 1,000; 2040: 1,400	

CO00052756

SNOHOMISH COUNTY COUNCIL
SNOHOMISH COUNTY EXECUTIVE
Snohomish County, Washington

JOINT RESOLUTION NO. 15-011

PROVIDING INPUT AND COMMENTS TO THE SOUND TRANSIT CHIEF EXECUTIVE OFFICER AND BOARD OF DIRECTORS REGARDING THE DRAFT PRIORITY PROJECTS LIST TO BE CONSIDERED FOR POSSIBLE INCLUSION IN A PROPOSED BALLOT MEASURE ENTITLED ST3

***WHEREAS**, Sound Transit is charged with planning, building, and operating a high-capacity transportation system for the Central Puget Sound Region; and*

***WHEREAS**, Sound Transit is currently in the process of shaping a ballot measure entitled Sound Transit 3 (ST3) that voters could consider as early as November 2016. ST3 will build upon the existing mass transit system of light rail, commuter rail and bus services; and*

***WHEREAS**, the Sound Transit Board of Directors released a draft priority project list in 2015 to consider public feedback in determining how and where regional mass transit should expand. Public comment and further technical study will be combined to aid Sound Transit in the development of a draft system plan in early 2016; and*

***WHEREAS**, Snohomish County is committed and supportive of the efforts to provide regional transportation capacity that addresses existing and future growth in population, jobs, and travel demand; and*

***WHEREAS**, Snohomish County provided input and comments on the draft priority project development for ST3 in the form of a letter dated May 15, 2015 issued jointly by the Snohomish County Council and the Snohomish County Executive; and*

***WHEREAS**, Snohomish County encourages the Sound Transit Chief Executive Officer and the Board of Directors to consider how access to light rail stations will be integrated into the local transportation system when developing the priority project list for ST3 in Snohomish County;*

***NOW, THEREFORE, BE IT RESOLVED**, the Snohomish County Council and Snohomish County Executive urge the Sound Transit Board to adopt a priority list and system plan that will include: alignment from Lynnwood Transit Center to Everett Station via the Southwest Everett Industrial Center (Paine Field) as the preferred alignment; appropriate station locations and system improvements to address the 164th and 128th corridors as expressed in the County's letter of May 15, 2015; and coordination with other transit providers and transportation systems to serve the ST3 core priorities adopted by the Sound Transit Board.*

APPROVED this 2nd day of December, 2015

Dave Somers
Council Chair

Terry Ryan
Council Vice-Chair

Ken Klein
Councilmember

Brian Sullivan
Councilmember

Stephanie Wright
Councilmember

John Lovick
Executive

ATTEST:

Asst. Clerk of the Council

D-1

Suggested revisions to the summary sheet "Additional North ST3 Candidate Projects"

			N-07 New I-5 Crossing at 164th Street SW	N-08 New I-5 Crossing at 128th Street SW
REGIONAL LIGHT RAIL SPINE			YES	YES
RIDERSHIP (DAILY PROJECTED RIDERS)			3,200	7,000 – 9,000
CAPITAL COST (2014 $ M)			$32	$56
ANNUAL O&M COSTS (2014 $ M)			N/A	N/A
TRAVEL TIME (MIN)			7-11 min/bus	8-9 min/bus
RELIABILITY			50%	60%
SYSTEM INTEGRATION			HIGH	HIGH
EASE OF NON-MOTORIZED ACCESS			MEDIUM	MEDIUM
PERCENT OF NON-MOTORIZED ACCESS			*(Sound Transit can/should add this information)*	25-35%
CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS			1 Regional Center	2 Regional Centers
LAND USE AND DEVELOPMENT/TOD POTENTIAL	PLANS AND POLICIES		HIGH	HIGH
	MARKET SUPPORT		MEDIUM	MEDIUM/HIGH
	ACTIVITY UNITS	POP PER ACRE (2014/2040)	*(Sound Transit can/should add this information)*	9/13
		EMP PER ACRE (2014/2040)	*(Sound Transit can/should add this information)*	2/3
		POP+EMP PER ACRE (2014/2040)	*(Sound Transit can/should add this information)*	11/16
SOCIOECONOMIC BENEFITS	MINORITY/LOW-INCOME		25%/10%	45%/17%
	POPULATION (2014/2040)		*(Sound Transit can/should add this information)*	4,700/6,500
	EMPLOYMENT (2014/2040)		*(Sound Transit can/should add this information)*	1,000/1,400

SCCIT Snohomish County Committee for Improved Transportation

January 19, 2016

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S Jackson St.
Seattle, WA 98104

Re: Support for Sound Transit expansion to Everett via Paine Field

Dear Sound Transit Board members,

The Snohomish County Committee for Improved Transportation (SCCIT) would like to reiterate its support for Sound Transit 3 expansion to Everett via Paine Field, with an extension to the Everett Community College/WSU campus in north Everett. We ask that you include this alignment, and supporting projects, in the package presented to voters in November.

Transit is a key component to our region's transportation system, helping moving people to and from major employment, population and education centers, while helping to mitigate the impacts of growth on our already congested highways. The county is set to receive over $670 million in road and highway investments over the next sixteen years after a successful effort to pass a statewide transportation package in 2015, but these investments alone will not address all the congestion issues brought by growth. A light rail system coupled with robust local and regional bus service is the best option to keep people and freight moving in the region.

Snohomish County is the fastest growing county in the state, and adequate transportation infrastructure is needed to accommodate this growth. As the Sound Transit Board looks to complete the regional light rail spine, it is essential for our local and regional economies that the extension to Everett includes a light rail connection to the nearly 56,000 jobs at Paine Field and the Southwest Everett Manufacturing Industrial Center.

Today Snohomish County is home to 760,000 people and nearly 283,000 jobs. Projections show that these numbers will increase significantly by 2035, to nearly one million people and 400,000 jobs. The case for the County is apparent and compelling.

Thank you for your support and consideration on this issue.

Sincerely,

Reid H. Shockey
Chair, SCCIT

Economic Alliance
SNOHOMISH COUNTY

(P) 425.743.4567
info@economicalliancesc.org
www.economicalliancesc.org

808 134th Street SW
Suite 101
Everett, WA 98204

RESOLUTION

Supporting Sound Transit expansion to Everett via Paine Field

WHEREAS: Economic Alliance Snohomish County exists to be a catalyst for economic vitality resulting in stronger communities, increased job creation, expanded educational opportunities, and improved infrastructure.

WHEREAS: In 1994, the Board of the Regional Transit Authority (RTA), as the precursor to Sound Transit, passed a resolution "clarifying the RTA Board's intent with respect to future light rail service to the City of Everett." That resolution noted that following the Sound Move Phase I, "priority shall be given in subsequent phases to linking the four major centers of Everett, Seattle, Tacoma, and Bellevue." The resolution went on to note that "extension of light rail service to Everett shall be a first priority in Phase II."

WHEREAS: The Sound Transit Board is currently reviewing the draft project list and will make a decision on preferred projects and alignments for the project list to be put before the voters.

WHEREAS: Today the County is home to 760,000 people and nearly 275,000 jobs, and projections show that will increase significantly by 2035, to nearly one million people (955,281) and 400,000 jobs (396,373).

WHEREAS: The overall community consensus is that the preferred alignment to Everett is via Paine Field with an extension to Everett Community College/WSU campus, as it meets all of the regional needs and the Sound Transit Board's core priorities.

NOW THEREFORE BE IT RESOLVED, That Economic Alliance Snohomish County hereby confirms its support for Sound Transit expansion to Everett via Paine Field, with an additional extension to the Everett University Center. Furthermore Economic Alliance Snohomish County resolves to work with all partners and stakeholders to ensure that this preferred alignment is included in the project list of the funding package that will be sent to voters in November 2016.

Patrick Pierce
President and CEO

Crystal Donner
Chair, Board of Trustees

South County Area Transportation Board
MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone: (206) 477-3812 Fax: (206) 684-2111

February 19, 2016

Sound Transit
The Honorable Dow Constantine, Chair, & Board of Directors
401 South Jackson Street
Seattle, WA 98104

Dear Mr. Chairman and Sound Transit Board Members:

The South County Area Transportation Board (SCATBd) appreciates the opportunity to comment on the Sound Transit 3 (ST3) candidate projects. SCATBd's 15 cities in King County collaborate to improve the regional transportation systems that support the State's economy.

Greater connectedness in the South County region benefits all SCATBd jurisdictions and the 720,000 people who live here. Our highway systems are overburdened. Many of our commuter trains and buses are full. More transit investments will take single-occupant vehicles off the road during the most congested hours. Furthermore, transit reduces air pollution and promotes more walkable and bike-friendly communities, thereby providing public health benefits to all ages of the population.

We are confident that the South King County Subarea of the Sound Transit district can generate revenue within the district to accomplish the proposed investments below needed to improve regional transit connections. South County's participation in the region's economic recovery has already allowed Sound Transit to restore several projects from Sound Transit 2, including the Auburn and Kent Sounder Station Access projects. We urge Sound Transit to completely fulfill the promises of Sound Transit 2. With ST3 funding, the following projects can be completed closer to the time frame that voters intended:

- S-01 Kent/Des Moines to Star Lake Link light rail extension
- S-06 Expand Sounder South Train Platforms to 8 Cars

To make the most of the Sound Transit 2 investments already completed, the following projects should also be included in the ST3 package:

South County Area Transportation Board
MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone: (206) 477-3812 Fax: (206) 684-2111

- S-02 Star Lake (272nd) to Federal Way Link light rail extension
- S-03-04 Federal Way to Tacoma Dome Station Link light rail extension
- S-05 Tacoma Dome Station to Tacoma Mall Link light rail extension
- S-07 Additional South Sounder Platform Extensions
- S-08 Additional Sounder Service
- S-15 South Sounder Access Program
- C-09 Infill Light Rail Station: Boeing Access Road
- C-10 Infill Sounder Station: Boeing Access Road
- C-12 Additional parking at Tukwila International Boulevard (TIB) Station
- C-13 West Seattle/Junction to Burien Transit Center Light Rail
- E-02 Option 1 or 3 I-405 Bus Rapid Transit Lower Capital to Burien Transit Center
- P-05 HCT Study: Light Rail Extending from West Seattle to Burien and SeaTac Airport Station
- P-06 HCT Study: Light Rail Directly Linking Burien to Tukwila and Renton
- R-05 System Access Program (Pedestrian and bicycle access, bicycle parking, transit)

With 329,000 jobs located in the South County area alone, we need reliable and convenient transportation to jobs within and outside of South County to ensure continued economic growth and quality of life in our communities and the Puget Sound Region as a whole. SCATBd looks forward to collaborating further with the Sound Transit Executive Board in the planning of Sound Transit 3 to achieve that goal.

Sincerely,

Dana Ralph
Councilmember, City of Kent
SCATBd Chair

Carol Benson
Mayor, City of Black Diamond
SCATBd Vice-Chair

To: Sound Transit Board
From: Transit Access Stakeholders
Re: Sound Transit 3 - Draft System Plan and Policies
Date: January 21, 2016

Dear Sound Transit Board Members,

Thank you for the opportunity to comment on the Sound Transit 3 (ST3) system plan and policies. The Transit Access Stakeholder group is a growing coalition of organizations that are interested in connecting the Puget Sound region through affordable, reliable, and sustainable transit. Together, we represent environmental, land use, active transportation, social justice, affordable housing, and transit stakeholders, with thousands of members in the central Puget Sound region. We look forward to mobilizing our memberships in support of a Sound Transit 3 system plan and supporting policies that are consistent with the following framework:

Go Big! Create an Expansive and Visionary System Plan

We support a bold and visionary ST3 system plan that brings affordable and sustainable transportation options to all subareas. The people of Puget Sound are excited for high capacity transit that offers a reliable, cost-effective alternative to increasingly congested corridors. We urge the Sound Transit Board not to develop a plan that picks between jurisdictions that are eager and prepared for such investments, and instead develop a plan that is able to serve more neighborhoods of all incomes and demographics. We believe an ambitious plan can win at the ballot.

Increase Multimodal Access Funding

We support an increase in investments for local transit, walking and biking access to high capacity transit. Investments in transit, walking, and biking access are an affordable, effective, and sustainable way to attract riders. Research shows that encouraging riders to access transit on foot or by bike can be a lower-cost way to increase ridership. In some locations, local bus service has the potential to bring the most riders to stations.

Sound Transit should prioritize funding for local transit, walking and biking access to high capacity transit over parking by increasing both the overall allocation to the system access fund and the specific allocation for transit integration, access, and information within each project. The system access fund should be large enough to cover both additional community-identified improvements for new stations as well as retrofits for all existing stations that need transit and non-motorized access improvements.

Sound Transit also should scale the size of the System Access Program to the size and duration of the final ST3 system plan. The current R-05 is the baseline for access with a 15-year plan. If Sound Transit moves forward with a system plan that makes ambitious investments in all sub-areas over a longer time horizon, the funding in R-05 needs to increase in direct proportion to these investments in order to ensure adequate access to future transit facilities.

Make Smart Investments in Parking, and Use Pricing to Manage Demand

We think Sound Transit should plan for and build less parking for each project, increasing parking only when the need for parking is demonstrated. This approach allows for changes in density that will occur around station areas as land use zoning and development changes over time before light rail arrives and as the network is built out. We believe that excessive spending on parking disproportionately benefits white people and higher-income populations: people with low-incomes and people of color in Washington are still much less likely to own a car.

We urge Sound Transit to price and manage parking at all current and future park-and-ride lots. Parking management can help spread passenger demand across the day, thus lowering operating costs by requiring fewer vehicles and drivers during peak periods. Pricing and managing parking can also help achieve social equity goals by providing predictable access to a spot and defraying the costs of building and operating park-and-rides. Without fees, these costs are fully borne by all users, including people arriving by foot, bike, or bus. Additionally, in order to ensure equitable access, ORCA LIFT riders should pay a lower parking rate. Unpriced parking will attract too much vehicle traffic and reduce the attractiveness and likelihood of transit-oriented development.

We also urge Sound Transit to find ways to use existing parking capacity before building new capacity. For example, in the South corridor, approximately 9,000 new stalls are included in the draft project list, yet the average utilization for Park & Rides in the South district currently is often under 70 percent. Sound Transit should look at opportunities to lease parking from partner agencies, jurisdictions, or nearby businesses, rather than building new structures, wherever possible. This approach is typically cheaper than construction, and makes it easier to reduce parking when supply exceeds demand or station areas transform with dense, walkable residential and commercial development.

Prioritize Affordable Housing in Development Decisions

Sound Transit should prioritize affordable housing in the use and disposal of its land. By supporting and prioritizing affordable housing, Sound Transit can play a critical role in promoting equitable development in high opportunity transit-connected areas, stimulating redevelopment, increasing ridership, and building much needed affordable homes. Aligning land disposition/acquisition policies and affordable housing goals provides local flexibility, creates government efficiencies, and puts public property to its highest and best use. The State Legislature has already required, in RCW 81.112.350, that Sound Transit sell 80% of its surplus land for affordable housing use. Additionally, Sound Transit is required to put $20 million in a revolving acquisition loan fund to acquire additional sites for affordable housing near transit.

Sound Transit should develop a clear and predictable process for implementing RCW 81.112.350 and maximizing affordable housing outcomes by:

- Removing fair market value requirements on surplus property and better utilizing federally authorized tools such as joint developments, land leasing, and liquidating federal interests.
- Providing favorable sale & development terms for affordable housing developers and organizations acquiring land for affordable housing.
- Planning for and acquiring sites that can be used effectively to promote future TOD, and align land purchasing decisions with affordable housing and land banking actors when possible.
- Updating disposition policies and increasing staff development expertise to better enable nonprofit housing providers and land banking organizations to purchase developable land in and around stations prior to cost increases.
- Maximizing affordable housing potential by ensuring disposition sites are large and regularly shaped.
- Eliminating any assumptions of surplus land sale profits in financial planning.
- Developing minimum standards for sites acquired with loan fund dollars.
- Creating job quality standards for developments at surplussed TOD sites and sites acquired through revolving loan fund to promote healthy, accessible, living wage jobs near transit.
- Ensuring that organizations and developers with strong ties to community (alongside development expertise) be competitive in the bidding process. Community partners are better able to understand the holistic needs of a low-income community, immigrants, refugees and people of color and are the most knowledgeable about what makes equitable TOD successful.

Maximize Ridership and Potential for Equitable Transit-Oriented Development and Density

We strongly believe that the System Plan should include robust policies, projects, investments, and alignments that maximize potential for equitable transit-oriented development (TOD) and increased density. Recent studies show that people are more likely to take transit to work if their job and housing is located near transit. Studies show also that people of middle to lower income are more likely to take transit than those with higher incomes. Promoting a mix of jobs, services, and affordable housing around transit stations and hubs is, therefore, critical to increasing ridership as well as to ensuring everyone access to opportunity. Prioritizing equitable TOD also decreases reliance on travel by car, reducing single occupancy vehicles and greenhouse gas emissions (GHG). Moreover, recent studies have found, that availability of affordable housing near transit more effectively increases ridership than market-rate housing.

Sound Transit should maximize potential for equitable TOD means by:

- Selecting alignments and investing in station locations that can support mixed development.
- Building in sufficient funds for multimodal access and TOD development to each station.
- Connecting areas with an existing mix of development.
- Prioritizing contracting with developers that will build affordable housing.
- Actively working to prevent residential and commercial displacement, especially in lower-income, communities of color, immigrants and refugees.
- Supporting equitable TOD through land purchases that are the right size for future development and disposition policies that ensure land can be developed when stations are built or soon after completion.
- Considering access costs when evaluating alignments. Freeway alignments and other access challenged alignments should require analysis and inclusion of multimodal access costs as a mitigation need.

Sound Transit should also develop internal prioritization frameworks that incentivize such policies at the local level and reward jurisdictions that have planned for equitable transit communities. Specifically, we recommend that Sound Transit compare the potential number of jobs and housing units within one quarter mile of stations, when selecting alignments and station locations.

Sound Transit can best provide reliable transit service that connects the most users with the most destinations if it focuses on reaching and connecting dense urban areas across the region. Sound Transit should focus on serving transit centers, as well as schools, hospitals, and large employment centers with high ridership potential. For example, we strongly support option 1 or 2 for Ballard to Downtown Seattle light rail, which are grade-separated and serve South Lake Union, because this route is projected to attract more than 100,000 riders in the corridor.

Use a Race and Social Justice Lens in Decision Making

Sound Transit should make an extra effort to bring reliable, high-frequency, and accessible service to low-income households and communities of color, both of which are disproportionately transit-dependent, underserved, and negatively impacted by transit investments. This may mean providing light rail service in these areas, or it may mean ensuring smooth system integration with local bus service. Improving access to and from these communities can increase opportunities for employment and affordable housing, and can improve health, economic, and social outcomes for the communities historically left behind. Because access to reliable transportation is the single most important factor in escaping poverty, Sound Transit has the opportunity to significantly improve quality of life for communities throughout the Puget Sound. Like with other stations that have these characteristics, we strongly support funding the Graham Street infill station. The Graham Street station area is a busy commercial junction with a middle school, important cultural anchors, locally-serving businesses, affordable housing and community centers in an area that is 81% people of color. Community leaders view the station as critical to fulfilling neighborhood plans, adding substantial ridership for Sound Transit, and serving as a model for community-driven TOD.

Maximize Reliability

Sound Transit should choose projects and alignments with exclusive right-of-way, and grade separated where possible. This ensures that light rail will remain a competitive mode of transportation even as the region grows and congestion increases. For example, we strongly support the construction of a new transit tunnel in Downtown Seattle, which will provide the opportunity for increased train frequency and capacity for higher ridership while avoiding congested downtown roads. When at grade, Sound Transit should invest in safety measures that adhere to universal design standards in order to maximize safe access to transit.

Adopt a Community Engagement and Outcomes Policy

Sound Transit should develop and adopt an explicit community engagement and outcomes policy that lays out best practices for expanding engagement with low-income communities, people of color, immigrants and refugees earlier in and throughout the planning process. Achieving equity outcomes – and optimizing ridership – will succeed only by providing diverse communities with equal opportunities to participate in and influence the planning process. Laying out steps to create and sustain meaningful relationships with community leaders and social services organizations, which will help Sound Transit staff understand language and cultural differences that may shape the way that the agency engages with communities and conducts planning outreach is key to this process.

Plan for the Future

Sound Transit should develop the system plan in a way that will best serve our growing region in the future by:

- Designing alignments and stations that make it easy to expand lines and create new junctions;
- Making cost-effective investments that will allow ST to do more with the money they have, accommodating more growth in the region over time;
- Increasing funding for and ensuring policies support early recruitment for apprenticeship programs so that we have a local workforce in place that is ready to tackle ST3 construction **Sound Transit should look into new grant opportunities for workforce development in the FAST Act;**
- Locating in dense areas with the best potential for TOD in order to connect the most people with the most jobs, reducing GHGs and helping meet long-term climate and growth management goals; and
- Planning for contingent funding to build out the system further if projects come in under budget or additional federal, state or local matching funding is found. This should also include identifying potential projects in all subareas, and doing early planning that can inform decision making for ST3.

Thank you for the opportunity to share these comments. This is a very important planning process, and we look forward to working with you to ensure the success of Sound Transit 3.

Sincerely,

Shefali Ranganathan, Executive Director
Transportation Choices

Rebecca Saldaña, Executive Director
Puget Sound Sage

Rich Stolz, Executive Director
OneAmerica

Lisa Quinn, Executive Director
Feet First

Hilary Franz, Executive Director
Futurewise

Marty Kooistra, Executive Director
Housing Development Consortium

Elizabeth Kiker, Executive Director
Cascade Bicycle Club

Gene Duvernoy, President and CEO
Forterra

Tim Gould, Volunteer Chair
Transportation &
Land Use Committee
Sierra Club

Keith Kyle, Board President
Seattle Subway

TRAVEL TACOMA + PIERCE COUNTY, WA

RECEIVED
FEB 19 2016
SOUND TRANSIT
BOARD ADMINISTRATION OFFICE

BOARD OF DIRECTORS

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Daffodil Festival

Pat Nagle
Harmon Pub & Brewery

Al Abbott
Carrot Stick Marketing

Sound Transit
Board of Directors
625 5th Ave. S.
Seattle, WA 98104

Dear Sound Transit Board

On behalf of the Board of Directors of Travel Tacoma + Pierce County, I am communicating our support of Pierce County projects in Sound Transit 3, especially expanding the Sound Transit Link light rail system to Tacoma and running Sounder trains every hour throughout the day. Together, these expansions will reach more of the region's population centers and help to reduce congestion caused by major tourism events.

Travel Tacoma + Pierce County is the official destination marketing and sales organization for Pierce County. Travel Tacoma's mission is to improve the visitor economy of Pierce County, which ultimately improves the overall economy of this region. Tourism represents a countywide industry labor force of more than 11,000 people.

Expanding the transit system will take people farther and move them faster to destinations throughout the region. This not only opens up Tacoma and Pierce County to locals living in the greater Seattle area, but also to visitors traveling from the Seattle-Tacoma International Airport. There are a number of economic advantages, as well as other benefits that help preserve our quality of life, which will result from ST3.

Pierce County has an estimated 10.8 million visitors coming into the area every year [based on the 2014 Pierce County Travel Impacts report by Dean Runyan Associates]. These visitors spend more than $1 billion in our local, Pierce County economy. We are well aware that tourism events and attractions create congestion as well. Just ask any of your commuters what a Tacoma Dome concert or the Washington State Fair does to their commute. The number of visitors coming into Tacoma and its surrounding cities has been trending upward since 2009, and we feel strongly that visitors need more than a bus connection from the airport to Tacoma, both to support this vital industry and to reduce the congestion caused from tourism events and attractions.

Critical transportation issues, including costs to get from the airport to Tacoma sharply decrease our ability to book events requiring 600 room nights or more.. Sound Transit Link light rail to Tacoma and increased Sounder trains will result in a higher volume of meetings and events in the region thanks to the ease of travel, less congestion, lower costs for convention attendees, and attractive alternatives for those who wish to avoid driving in an unfamiliar region.

Together, the Link light rail and Sounder train expansions will be a competitive

1119 Pacific Ave., Suite 1400
Tacoma, WA 98402
T [253] 627-2836
F [253] 627-8783
TravelTacoma.com

TRAVEL TACOMA + PIERCE COUNTY, WA

Roshaun Yates
Lifestyle Valet, Shuttle & Craft Tours

Carole Ann McQuade
The Swiss Restaurant & Pub

feature for our destination, which is a positive outcome for the entire South Sound and our state. It will help generate increased economic impact to Pierce County cities and local businesses due to a higher volume of visitors, and will reduce congestion caused by the South Sound's growing tourism market.

The Tacoma area is also a popular travel location for millennials because of the arts accessibility and affordability. Millennials are very reliant on public transit options, particularly rail.

This plan helps to fill the regional need for all-day, seamless travel between Seattle and Tacoma, the two largest cities in the Puget Sound region.

We look forward to this one day becoming a reality.

Sincerely,

Jeremy Foust
Chair

cc: Pat McCarthy, Pierce County Executive

1119 Pacific Ave., Suite 1400
Tacoma, WA 98402
T [253] 627-2836
F [253] 627-8783
TravelTacoma.com

West Seattle Transportation Coalition

Move the People.

January 12, 2016

Sound Transit Board
401 S Jackson St.
Seattle, WA 98104

Re: Proposed Plans for Sound Transit 3 (ST3)

The West Seattle Transportation Coalition (WSTC) is a peninsula-wide organization representing Seattle's largest constituency of more than 100,000 people living and working in the 10 square mile area between the Duwamish River and Puget Sound. These community leaders, advocates, business owners, and residents are working to address the peninsula's transportation, mobility and commuting challenges.

The WSTC membership has some concerns about the "3+1" West Seattle ST3 options that have been presented to the Sound Transit Board (STB) for consideration. The proposed ST3 projects with at-grade or elevated tracks will directly conflict with the Move Seattle funded Fauntleroy Boulevard and Delridge Way SW Visioning / Complete Street projects. In addition, the decision by Sound Transit not to include comprehensive planning to West Seattle in ST2 funding puts us at a distinct disadvantage.

Therefore, we request that before the March draft of the ST3 plan is unveiled, a significant effort is made by Sound Transit, with the assistance of the City of Seattle and WSTC, to get constituent input on potential light rail routing. We propose meetings be held in each of the West Seattle Urban Villages (Alaska, Admiral, Morgan, Westwood/Highland Park and North Delridge) as well as in the City of Burien.

WSTC strongly believes that our region requires a fully connected light rail system. The system should accommodate our fast growing population and economy, and the reality in which we must live and commute from more affordable housing in our suburbs and outlying areas. We endorse all the projects presented to the STB on December 4, 2015, to form the Complete Regional System. Our hope is that the STB chooses to ask for the taxing authority in order to successfully implement the complete, regional light rail system.

We look forward to working with Sound Transit in order to *Move the People*.

In Community,

West Seattle Transportation Coalition
Move the People.
info@westseattletc.org
westseattletc.org

cc:

Seattle Mayor Ed Murray
Seattle City Council
Burien Mayor Lucy Krakowiak
Burien City Council
King County Executive Dow Constantine
King County Council

City of Sammamish Washington

MEMORANDUM

TO: Melonie Anderson/City Clerk

FROM: Marlene/Finance Department

DATE: April 28, 2016

RE: Claims for May 3, 2016

$	96,543.39
	100.00
	28,082.33
	409,721.00

Top 10 Over $10,000 Payments

48 North Solutions	$10,210.65	Ebright Creek - Monitoring
Badgley Landscape	$24,314.83	ROW & Parks Maintenance
Baenziger & Assoc	$14,250.00	Executive Search - PW Director
Hendriks Organics	$13,140.00	Grass Seed
Kenyon Disend	$90,492.44	Attorney Services - March 2016
National Barricade	$19,655.25	Reader Board Purchase
Swift Tree Care	$12,483.00	Hazardous Tree Removals
Top To Bottom Janitorial	$13,677.30	Janitorial Services - City Wide March 2016
Wa State Employment Security	$13,712.33	Unemployment Insurance
Windward Environmental	$17,732.10	Stormwater Comp Plan Update

TOTAL $ 534,446.72

Check #44170 - # 44294

96,543.39 +
100.00 +
28,082.33 +
409,721.00 +
004
534,446.72 *

Bill #1

Accounts Payable

Check Register Totals Only

User: mdunham
Printed: 4/20/2016 - 9:48 AM

Check	Date	Vendor No	Vendor Name	Amount	Voucher
44170	04/20/2016	CENTLIN2	Century Link	48.92	44,170
44171	04/20/2016	ICMA401	ICMA 401	42,827.54	44,171
44172	04/20/2016	ICMA457	ICMA457	10,510.36	44,172
44173	04/20/2016	IDHW	Idaho Child Support Receipting	200.00	44,173
44174	04/20/2016	JAYMARC	Jaymarc AV	431.54	44,174
44175	04/20/2016	KINGTREA	King County Treasury Div	33,872.80	44,175
44176	04/20/2016	NAVIA	Navia Benefits Solution	1,180.78	44,176
44177	04/20/2016	PAW	Planning Assoc of WA	325.00	44,177
44178	04/20/2016	PSE	Puget Sound Energy	4,883.09	44,178
44179	04/20/2016	SAM	Sammamish Plateau Water Sewer	1,822.84	44,179
44180	04/20/2016	WASUPPOR	Wa State Support Registry	440.52	44,180
			Check Total:	96,543.39	

Bill #1

Accounts Payable

Check Register Totals Only

User: mdunham
Printed: 4/22/2016 - 11:29 AM

Check	Date	Vendor No	Vendor Name		Amount	Voucher
44181	04/22/2016	HIGASHYA	George Higashiyama		100.00	44,181
				Check Total:	100.00	

Bill #1

Accounts Payable

Check Register Totals Only

User: mdunham
Printed: 4/26/2016 - 10:58 AM

Check	Date	Vendor No	Vendor Name	Amount	Voucher
44182	04/26/2016	US BANK	U. S. Bank Corp Payment System	28,082.33	44,182
			Check Total:	28,082.33	

Bill #1

Accounts Payable

Check Register Totals Only

User: mdunham
Printed: 4/28/2016 - 10:32 AM

City of Sammamish Washington

Check	Date	Vendor No	Vendor Name	Amount	Voucher
44183	05/03/2016	48NORTH	48 North Solutions, Inc	10,210.65	44,183
44184	05/03/2016	A-440	Thomas Robert	145.00	44,184
44185	05/03/2016	ALDWORTH	Kurt Aldworth	196.64	44,185
44186	05/03/2016	ALLWEST	Allwest Underground, Inc.	368.55	44,186
44187	05/03/2016	ANDERMEL	Melonie Anderson	19.44	44,187
44188	05/03/2016	AQUA QUI	Aqua Quip	349.91	44,188
44189	05/03/2016	ASSISTAN	Assistance League Of the Eastside	3,000.00	44,189
44190	05/03/2016	ATWORK	At Work!	787.50	44,190
44191	05/03/2016	BACKGROU	Background Source Intl	218.00	44,191
44192	05/03/2016	BADGLEY	Badgley Landscape LLC	24,314.83	44,192
44193	05/03/2016	BERGERPA	Berger Partnership	6,741.25	44,193
44194	05/03/2016	BEST	Best Parking Lot Cleaning, Inc	9,529.84	44,194
44195	05/03/2016	BMC	BMC West Corp	17.58	44,195
44196	05/03/2016	BRIDGE	Bridge Disability Ministries	2,500.00	44,196
44197	05/03/2016	BSN	Sport Supply Group, Inc BSN Sports	262.14	44,197
44198	05/03/2016	CADMAN	Cadman, Inc.	1,016.65	44,198
44199	05/03/2016	CASCADER	Cascade Recreation, Inc	1,598.70	44,199
44200	05/03/2016	CENTRALW	Central Welding Supply	303.72	44,200
44201	05/03/2016	CERTIFIE	Certified Backflow Testing,Inc	1,170.00	44,201
44202	05/03/2016	CHINOOK	Chinook Lumber	1,714.05	44,202
44203	05/03/2016	CLARK	Clark's Towing & Repair	198.20	44,203
44204	05/03/2016	COLINBAE	Colin Baenziger & Associates	14,250.00	44,204
44205	05/03/2016	COMPLETE	The Complete Line	1,313.79	44,205
44206	05/03/2016	CURRY	Kathy Curry	181.00	44,206
44207	05/03/2016	DEJONG	Cory de Jong & Son Inc	783.25	44,207
44208	05/03/2016	EASTFRIE	Eastside Friends of Seniors	2,500.00	44,208
44209	05/03/2016	ECS	Environmental Chemical Solutions Inc	543.33	44,209
44210	05/03/2016	EMERALDR	Emerald Services, Inc.	745.44	44,210
44211	05/03/2016	ENCOMPAS	Encompass NW	1,750.00	44,211
44212	05/03/2016	FAIRWEAT	Fair Weather Site Furnishings	2,764.88	44,212
44213	05/03/2016	FASTENAL	Fastenal Industrial Supplies	2,994.07	44,213
44214	05/03/2016	FASTSIGN	Fastsigns Bellevue	589.00	44,214
44215	05/03/2016	FEDEX	Federal Express Corp	37.40	44,215
44216	05/03/2016	FIREPROT	Fire Protection, Inc.	2,399.70	44,216
44217	05/03/2016	FRANCO	Francotyp-Postalia, Inc	340.08	44,217
44218	05/03/2016	GALT	John E. Galt	666.25	44,218
44219	05/03/2016	GARDNERS	Teresa Gardner-Clow	737.35	44,219
44220	05/03/2016	GENERATO	Generator Services NW	1,147.52	44,220
44221	05/03/2016	GILLES	Gilles Consulting	625.00	44,221
44222	05/03/2016	HAWLEYBA	Barbara Hawley	244.00	44,222
44223	05/03/2016	HDFOWL	H. D. Fowler Company	1,296.53	44,223
44224	05/03/2016	HENDRIKU	Hendrikus Organics, Inc.	13,140.00	44,224
44225	05/03/2016	HERMANSO	Hermanson Co LLP	348.39	44,225
44226	05/03/2016	HEROHOUS	Hero House	660.00	44,226
44227	05/03/2016	HONEY	Honey Bucket	3,405.59	44,227
44228	05/03/2016	HOPEEMSV	Hopelink Emergency Financial	1,250.00	44,228
44229	05/03/2016	ICMA	ICMA	1,400.00	44,229
44230	05/03/2016	ICSC	Int Council of Shopping Ctrs	100.00	44,230
44231	05/03/2016	INTEGRA	Integra Telecom	1,886.98	44,231
44232	05/03/2016	ISSCEDAR	Issaquah Cedar & Lumber	1,335.12	44,232

Check	Date	Vendor No	Vendor Name	Amount	Voucher
44233	05/03/2016	ISSCHURC	Issaquah Community Services	250.00	44,233
44234	05/03/2016	JAYMARC	Jaymarc AV	3.98	44,234
44235	05/03/2016	JIRSA	Barbara Jirsa	415.10	44,235
44236	05/03/2016	KCNATURA	King County Treasury Dept of Natural	350.00	44,236
44237	05/03/2016	KCRADIO	King Cty Radio Comm Svcs	648.24	44,237
44238	05/03/2016	KENYON2	Kenyon Disend PLLC	90,492.44	44,238
44239	05/03/2016	KINGFI	King County Finance A/R	9,650.94	44,239
44240	05/03/2016	KITSAPCO	Kitsap County Dept of Emergency Ma	4,776.84	44,240
44241	05/03/2016	LAKESIDE	Lakeside Industries	2,922.52	44,241
44242	05/03/2016	LESSCHWA	Les Schwab Tire Center	2,913.06	44,242
44243	05/03/2016	LWSFOUND	Lake Wa Schools Foundation	1,250.00	44,243
44244	05/03/2016	MASCO	Masons Supply Company	1,069.07	44,244
44245	05/03/2016	MAXIM	Evan Maxim	146.23	44,245
44246	05/03/2016	MINUTE	Minuteman Press	868.89	44,246
44247	05/03/2016	NABARR	National Barricade Co., LLC	19,655.25	44,247
44248	05/03/2016	NAMI	NAMI Eastside	750.00	44,248
44249	05/03/2016	NC MACH	NC Machinery Co	4,253.24	44,249
44250	05/03/2016	NUVELOCI	Nuvelocity	4,171.65	44,250
44251	05/03/2016	NWENVTEC	NW Envirotech LLC	3,149.66	44,251
44252	05/03/2016	NWNUISAN	NW Nuisance Wildlife Control	657.00	44,252
44253	05/03/2016	ODELL	Thomas Odell	289.89	44,253
44254	05/03/2016	OER	Olympic Environmental Resource	8,910.59	44,254
44255	05/03/2016	PACAIR	Pacific Air Control, Inc	3,204.32	44,255
44256	05/03/2016	PACPLANT	Pacific Plants	9,773.98	44,256
44257	05/03/2016	PACSOIL	Pacific Topsoils, Inc	7,463.52	44,257
44258	05/03/2016	PANNIER	Pannier Graphics	351.56	44,258
44259	05/03/2016	PAPE	Pape Machinery Exchange	1,675.36	44,259
44260	05/03/2016	PINFOUND	Pin Foundations, Inc	4,566.15	44,260
44261	05/03/2016	PLATT	Platt Electric Supply	129.50	44,261
44262	05/03/2016	QBS	Quality Business Systems Inc.	50.83	44,262
44263	05/03/2016	RAINIER	Rainier Wood Recyclers Inc	15.00	44,263
44264	05/03/2016	REISWIG	Greg Reiswig	184.50	44,264
44265	05/03/2016	RICH	Rich Landscapiing, Inc.	5,246.87	44,265
44266	05/03/2016	ROTARSAM	Rotary Club of Sammamish	507.00	44,266
44267	05/03/2016	SAM	Sammamish Plateau Water Sewer	275.72	44,267
44268	05/03/2016	SEQUOYAH	Sequoyah Electric, LLC	4,499.06	44,268
44269	05/03/2016	SHANNONW	Shannon & Wilson Inc	4,972.50	44,269
44270	05/03/2016	SHERWIN	Sherwin-Williams Company	428.50	44,270
44271	05/03/2016	SITEONE	Site One Landscape Supply LLC	5,474.09	44,271
44272	05/03/2016	SPATIAL	Spatial Development Int LLC	3,770.00	44,272
44273	05/03/2016	STRASBOU	Strasbourger	326.22	44,273
44274	05/03/2016	STVIN	St Vincent DePaul Society	2,500.00	44,274
44275	05/03/2016	SUNBELT	Sunbelt Rentals	294.78	44,275
44276	05/03/2016	SWIFTTRE	Swift Tree Care	12,483.00	44,276
44277	05/03/2016	TAGS	Tags Awards & Specialties	15.33	44,277
44278	05/03/2016	THERAPEU	Therapeutic Health Services	1,250.00	44,278
44279	05/03/2016	TIMMONS	Timmons Group	4,772.50	44,279
44280	05/03/2016	TOGETHER	Together Center	500.00	44,280
44281	05/03/2016	TOLL	Toll Wa LP	500.00	44,281
44282	05/03/2016	TOPTOBOT	Top To Bottom Janitorial, Inc	13,677.30	44,282
44283	05/03/2016	TOYOTA	Toyota Lift NW	120.65	44,283
44284	05/03/2016	TUBBS	Thomas Tubbs	38.31	44,284
44285	05/03/2016	WAAUDIT	Wa State Auditor's Office	46.50	44,285
44286	05/03/2016	WACE	Wa Assoc of Code Enforcement	90.00	44,286
44287	05/03/2016	WAEMP	State of Wa Employment Security Dep	13,712.33	44,287
44288	05/03/2016	WAPOISON	Wa Poison Center	625.00	44,288
44289	05/03/2016	WATERSH	The Watershed Company	1,169.04	44,289
44290	05/03/2016	WAWORK	Washington Workwear Stores Inc	127.05	44,290
44291	05/03/2016	WESCOM	Wescom	2,452.80	44,291

Bill #1

Check	Date	Vendor No	Vendor Name	Amount	Voucher
44292	05/03/2016	WINDWARD	Windward Environmental LLC	17,732.10	44,292
44293	05/03/2016	WMCA	Wa Municipal Clerks Assoc	150.00	44,293
44294	05/03/2016	ZUMAR	Zumar Industries, Inc.	2,857.72	44,294
			Check Total:	409,721.00	

Proclamation

Substance abuse and mental health problems affect all communities nationwide. According to the 2013 National Survey on Drug Use and Health, an estimated 24.6 million Americans are current illicit drug users. Nearly one in four young people aged 12 to 20 report drinking alcohol in the past month, and one in four Americans aged 12 or older smokes cigarettes.

With commitment and support, these and other behavioral health issues can be prevented. The focus of National Prevention Week this May is to increase public awareness of, and action around, substance abuse and mental health issues. This year's National Prevention Week theme, "The Voice of One, the Power of All," recognizes the power each person has to influence the health and well-being of others—whether by supporting someone who's going through a difficult time, participating in activities that strengthen the community, or instilling healthy habits in children from an early age. Taking part in prevention-related activities and conversations helps raise awareness of behavioral health issues and changes lives.

That's a message we need to spread far and wide. An estimated 22 million people in America are classified with substance dependence or abuse, and more than twice as many adults have a mental illness.[3,4] The impact of substance abuse and mental illness is apparent in our local community: an estimated 60,000 people in Sammamish, Washington are effected by those conditions. We have the power to change these numbers, and more importantly, change lives.

Through National Prevention Week, people become more aware and able to recognize the signs of mental health problems and substance abuse. Equally important, community members of all walks of life learn what they can do to help prevent these problems before they start. Whether by being a shoulder for someone to lean on, leading someone to help for a behavioral health issue before it worsens, or setting an example by staying substance free, we all have a role to play in keeping the people around us—and ourselves—healthy and safe.

We, and other across the United States, need to recognize the seriousness of behavioral health issues in our communities, the power of prevention, and the tireless efforts of those working to make a difference. For the above reasons, I am asking the citizens of Sammamish to join me in observing National Prevention Week 2016 this May.

Now and therefore, I Donald Gerend, on behalf of the Sammamish City Council, do hereby proclaim the week of May 15-21, 2016 as

National Prevention Week in Sammamish.

_____

Mayor, Donald J. Gerend

Sammamish, Washington

Proclamation
Affordable Housing Week
May 16 - 22, 2016

WHEREAS, all people should have access to safe, healthy, and affordable homes within communities of opportunity; and

WHEREAS, studies have found that each $100 increase in median rent results in a 15% increase in homelessness in metro areas and a 39% increase in homelessness in nearby suburbs and rural areas; and

WHEREAS, the 2016 One Night Count found 245 people in the Eastside community sleeping outdoors without shelter in January of this year; AND

WHEREAS, there were 7,260 students identified as homeless during the 2014 – 2015 school year in King County; AND

WHEREAS, the combined cost burden of housing plus transportation can be substantially reduced by locating affordable housing opportunities in proximity to transit; and

WHEREAS, the All Home community aims to make homelessness rare, brief, and one-time; and

WHEREAS, everyone benefits from affordable housing, including the people who reside in these properties, their neighbors, businesses, employers, and the community as a whole; and

WHEREAS, the Association of Washington Cities determined that Human Services, Homelessness, and Affordable Housing was a critical priority for the 2016 Legislative Session; and

WHEREAS, united in an effort to raise public awareness, communities throughout King County are participating in local Affordable Housing Week efforts to inform the public of the critical need to preserve and/or increase affordable housing in our communities; AND

Whereas, the City of Sammamish endorses the goals, objectives, and purposes of Affordable Housing Week, and in doing so, recommits itself to ensuring that our community thrives with opportunity, and that all people in it live with dignity in safe, healthy, and affordable homes; NOW

THEREFORE BE IT RESOLVED that the City of Sammamish does hereby proclaim the week of May 16-22, 2016, as

Affordable Housing Week

_____ _____

Mayor, Donald J. Gerend *Date*

City Council Agenda Bill

Meeting Date: **May 3, 2016** Date Submitted: April 26, 2016

Originating Department: Public Works

Clearances:

☐ Attorney	☐ Community Development	☐ Parks & Recreation
☐ Admin Services	☐ Eastside Fire and Rescue	☐ Police
☑ City Manager	☐ Finance & IT	☑ Public Works

Subject: Approval of 2016 Pavement Management Program, Overlays Project- Construction Management Services Contract

Action Required: Authorize the City Manager to award and execute a contract with *KBA Consulting Inc.* for the construction management services for the 2016 Pavement Overlay Program, Overlays Project, in an amount of $150,500.00 and to administer a management reserve in the amount of $15,000.00

Exhibits: Exhibit 1. Project Vicinity Map
Exhibit 2. Agreement for Services Contract and Contract Scope of Work

Budget: 2016 Street Fund Adopted Budget Line Item 101-000-542-30-48-51: $3,750,000.00

Summary Statement:
The Public Works Department recommends that the City Council authorize the City Manager to award and execute a professional services contract with *KBA Consultants Inc.* to provide construction inspection and management services for the 2016 Pavement Overlay Program, Overlays Project.

Background:
The Public Works Department would like to work with *KBA Consultants Inc.* for the construction inspection and management services of the 2016 Pavement Overlay Program, Overlays Project. KBA will provide overall day-to-day management of the contractor, subcontractors and their team, including but not limited to, documenting daily construction activities, managing field and paving quantities, ensuring ADA compliance, observing and monitoring traffic flows, and tracking and immediately dealing with conflicts in the field as they arise.

Using *KBA Consultants Inc*. will allow the Public Works staff to work on other capital improvement projects under current design and prepare those items for bidding and construction. The requested contract will

be paid on the actual hours worked by KBA Staff. The management reserve is requested to be available for overtime and possible night time work.

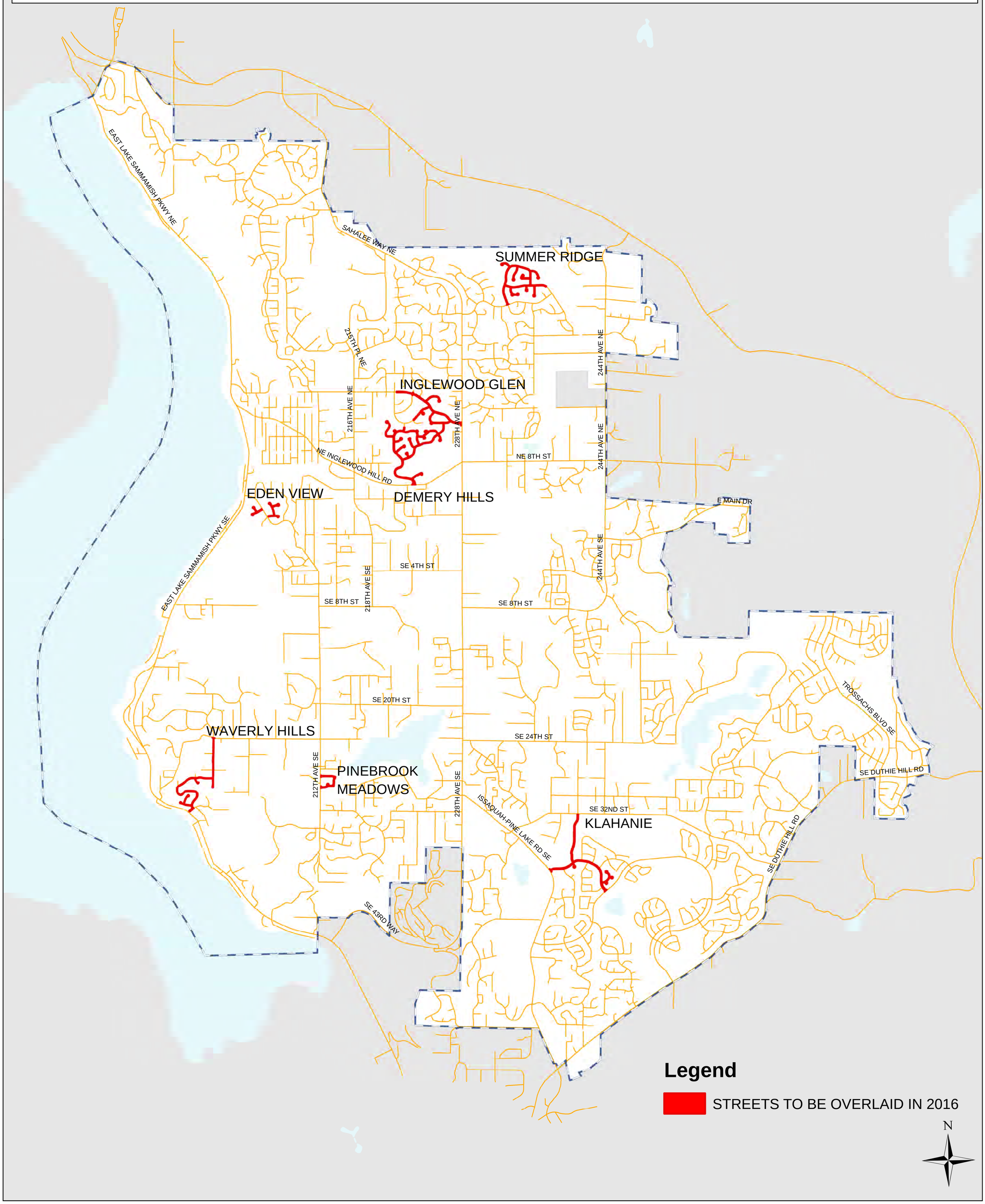
Financial Impact:
The amount of this construction management services contract is $ 150,500.00. The allocated amount for this contract is 4% of the total Pavement Overlays Project budget. A summary of the current budget status is given below:

2016 Pavement Management Program Total Budget (101-000-542-30-48-51)	**$ 3,750,000.00**
2016 Construction Management Amount	**$ 150,500.00**
2016 Management Reserve Amount	**$ 15,000.00**
The Remaining Budget for 2016 Pavement Management Program Items [1]	**$ 3,584,500.00**

[1]Remaining budget is allocated to construction management, pavement patching, crack sealing, material testing, design assistance for localized pavement repairs and a City wide pavement condition survey.

Recommended Motion:
Move to authorize the City Manager to execute a professional services contract with *KBA Consultants Inc.* in an amount not to exceed $150,500.00 for the construction management services of 2016 Pavement Overlay Program, Overlays Project and to administer a management reserve in the amount of $15,000.00.

Exhibit 1: 2016 Pavement Overlay Project Vicinity Map



Date Saved: 4/21/2016 10:16:01 AM Document Name: final-2016 Overlay Streets

Exhibit 2

CITY OF SAMMAMISH
AGREEMENT FOR SERVICES

Consultant: KBA, INC.

This Agreement is entered into by and between the City of Sammamish, Washington, a municipal corporation, hereinafter referred to as the "City," and KBA, Inc., hereinafter referred to as the "Consultant."

WHEREAS, the City desires to have certain services performed for its citizens; and

WHEREAS, the City has selected the Consultant to perform such services pursuant to certain terms and conditions;

NOW, THEREFORE, in consideration of the mutual benefits and conditions set forth below, the parties hereto agree as follows:

1. **Scope of Services to be Performed by Consultant.** The Consultant shall perform those services described in Exhibit "A" of this agreement. In performing such services, the Consultant shall comply with all federal, state, and local laws and regulations applicable to the performance of such services. The Consultant shall perform services diligently and completely and in accordance with professional standards of conduct and performance.

2. **Compensation and Method of Payment.** The Consultant shall submit invoices for work performed using the form set forth in Exhibit "B".

The City shall pay Consultant:

[Check applicable method of payment]

_X_ According to the rates set forth in Exhibit "D"

_X_ A sum not to exceed $150,500.00

___ Other (describe): _____

_____

The Consultant shall complete and return to the City Exhibit "C," Taxpayer Identification Number, prior to or along with the first invoice submittal. The City shall pay the Consultant for services rendered within ten days after City Council approval.

3. **Duration of Agreement.** This Agreement shall be in full force and effect for a period commencing upon execution and ending December 31, 2016, unless sooner terminated under the provisions of the Agreement. Time is of the essence of this Agreement in each and all of its provisions in which performance is required.

4. **Ownership and Use of Documents.** Any records, files, documents, drawings, specifications, data or information, regardless of form or format, and all other materials produced by the Consultant in connection with the services provided to the City, shall be the property of the City whether the project for which they were created is executed or not.

5. **Independent Contractor.** The Consultant and the City agree that the Consultant is an independent contractor with respect to the services provided pursuant to this Agreement. The Consultant will solely be responsible for its acts and for the acts of its agents, employees, subconsultants, or representatives during the performance of this Agreement. Nothing in this Agreement shall be considered to create the relationship of employer and employee between the parties hereto.

6. **Indemnification.** The 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 negligent acts, errors or omissions of the Consultant, in performance of this Agreement, except for injuries and damage caused by the sole negligence of the City. 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. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

Furthermore, should subcontracting be agreed to by the parties, the Consultant shall cause each and every Subcontractor to provide insurance coverage that complies with all applicable requirements of the Consultant-provided insurance as set forth herein, except the Consultant shall have sole responsibility for determining the limits of coverage required to be obtained by Subcontractors. The Consultant shall ensure that the City is an additional insured on each and every Subcontractor's Commercial General liability insurance policy using an endorsement at least as broad as the Insurance Services Office Additional Insured endorsement CG 20 38 04 13.

7. Insurance.

A. The Consultant shall procure and maintain for the duration of the Agreement, 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.

B. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of such services, or 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 hereunder shall be only to the extent of the Consultant's negligence.

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 Contractor'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.

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 shall not be cancelled by either party except after thirty (30) days prior written notice has been given to the City

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.

8. Record Keeping and Reporting.

A. The Consultant shall maintain accounts and records, including personnel, property, financial, and programmatic records, which sufficiently and properly reflect all direct and indirect costs of any nature expended and services performed pursuant to this Agreement. The Consultant shall also maintain such other records as may be deemed necessary by the City to ensure proper accounting of all funds contributed by the City to the performance of this Agreement.

B. The foregoing records shall be maintained for a period of seven years after termination of this Agreement unless permission to destroy them is granted by the Office of the Archivist in accordance with RCW Chapter 40.14 and by the City.

9. Audits and Inspections. The records and documents with respect to all matters covered by this Agreement shall be subject at all times to inspection, review, or audit by the City during the performance of this Agreement.

10. Termination.

A. This City reserves the right to terminate or suspend this Agreement at any time, with or without cause, upon seven days prior written notice. In the event of termination or suspension, all finished or unfinished documents, data, studies, worksheets, models, reports or other materials prepared by the Consultant pursuant to this Agreement shall promptly be submitted to the City

B. In the event this Agreement is terminated or suspended, the Consultant shall be entitled to payment for all services performed and reimbursable expenses incurred to the date of termination.

C. This Agreement may be cancelled immediately if the Consultant's insurance coverage is canceled for any reason, or if the Consultant is unable to perform the services called for by this Agreement.

D. The Consultant reserves the right to terminate this Agreement with not less than fourteen days written notice, or in the event that outstanding invoices are not paid within sixty days.

E. This provision shall not prevent the City from seeking any legal remedies it may otherwise have for the violation or nonperformance of any provisions of this Agreement.

11. Discrimination Prohibited. The Consultant shall not discriminate against any employee, applicant for employment, or any person seeking the services of the Consultant under this Agreement, on the basis of race, color, religion, creed, sex, age, national origin, marital status, or presence of any sensory, mental, or physical handicap.

12. Assignment and Subcontract. The Consultant shall not assign or subcontract any portion of the services contemplated by this Agreement without the prior written consent of the City.

13. Conflict of Interest. The City insists on the highest level of professional ethics from its consultants. Consultant warrants that it has performed a due diligence conflicts check, and that there are no professional conflicts with the City. Consultant warrants that none of its officers, agents or employees is now working on a project for any entity engaged in litigation with the City. Consultant will not disclose any information obtained through the course of their work for the City to any third party, without written consent of the "City". It is the Consultant's duty and obligation to constantly update its due diligence with respect to conflicts, and not the City's obligation to inquire as to potential conflicts. This provision shall survive termination of this Agreement.

14. Confidentiality. All information regarding the City obtained by the Consultant in performance of this Agreement shall be considered confidential. Breach of confidentiality by the Consultant shall be grounds for immediate termination.

15. Non-appropriation of funds. If sufficient funds are not appropriated or allocated for payment under this Agreement for any future fiscal period, the City will so notify the Consultant and shall not be obligated to make payments for services or amounts incurred after the end of the current fiscal period. This Agreement will terminate upon the completion of all remaining services for which funds are allocated. No penalty or expense shall accrue to the City in the event that the terms of the provision are effectuated.

16. Entire Agreement. This Agreement contains the entire agreement between the parties, and no other agreements, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or bind either of the parties. Either party may request changes to the Agreement. Changes which are mutually agreed upon shall be incorporated by written amendments to this Agreement.

17. Notices. Notices to the City of Sammamish shall be sent to the following address:

City of Sammamish
801 228th Avenue SE
Sammamish, WA 98075
Phone number: (425) 295-0500

Notices to the Consultant shall be sent to the following address:

Company Name	KBA, Inc.
Contact Name	K. Wendell Adams
Street Address	11201 SE 8th Street, Suite 160
City, State, Zip	Bellevue, WA 98004
Phone Number	425-455-9720 x104
Email	kadams@kbacm.com

18. Applicable Law; Venue; Attorneys' Fees. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. In the event any suit, arbitration, or other proceeding is instituted to enforce any term of this Agreement, the parties specifically understand and agree that venue shall be exclusively in King County, Washington. The prevailing party in any such action shall be entitled to its attorneys' fees and costs of suit, which shall be fixed by the judge hearing the case and such fee, shall be included in the judgment.

The Consultant will be required to obtain a City of Sammamish business license prior to performing any services and maintain the business license in good standing throughout the term of its agreement with the City. A city business license application can be found at: http://www.bls.dor.wa.gov/cities/sammamish.aspx."

19. Severability. Any provision or part of this Agreement held to be void or unenforceable under any law or regulation shall be deemed stricken and all remaining provisions shall continue to be valid and binding upon the City and the Consultant, who agree that the Agreement shall be reformed to replace such stricken provision or part with a valid and enforceable provision that comes as close as reasonably possible to expressing the intent of the stricken provision.

CITY OF SAMMAMISH, WASHINGTON	KBA, INC.
By:_____	By: [signature]
Print Name: _____	Print Name: Kristen A. Betty
Title: City Manager	Title: President
Date:_____	Date: 4·20·2016
Attest/Authenticated:	Approved As To Form:
_____	_____
City Clerk	City Attorney

EXHIBIT A
SCOPE OF SERVICES
Construction Management Services
for
2016 Pavement Program Overlays Project

KBA, Inc. (Consultant) will provide Construction Management (CM) services to City of Sammamish (Client), for the Project known as ***2016 Pavement Program Overlays Project.*** These services will include consultation, contract administration, observation of field work, documentation, ADA ramp inspections, and progress payment assistance, as required during the construction of the Project, as detailed below.

Project Description: This project consists of repairing existing asphalt pavement roadway within the City of Sammamish. These improvements are to be constructed during the 2016 construction season. This work includes removal of sidewalk and other obstructions, planning bituminous pavement, crack sealing, pavement repair, sidewalk and ADA ramp construction, striping, adjusting utilities and paving of City owned streets and facilities. The Designer of Record is the City of Sammamish (Designer).

I. CONSTRUCTION MANAGEMENT SERVICES

A. Consultant Contract and Team Management. Provide overall day-to-day management of the consultant contract and team, including:

1. Decide on best modes and frequency of communication with Client, and use them. Liaison and coordinate with Client on a regular basis to discuss Project issues and status.
2. Manage Consultant Team, comprised of Consultant's staff. Organize and layout work for Consultant Team. Orient Client-provided Inspectors to Consultant inspection procedures and documentation. Coordinate material testing and inspection with consultant hired by City.
3. Review monthly expenditures and Consultant Team scope activities. Prepare and submit to Client monthly, an invoice and progress report describing Consultant Team services provided that month. Prepare and submit reporting required by funding source(s), if any.

Deliverables

- Monthly invoice and progress report

B. Preconstruction Services

1. Review Contract Documents to familiarize team with Project requirements.
2. Project forms and reports will be submitted on approved project forms and will cover at least the following:
   a. Communication and coordination between the CM Team, Designer, Client and other stakeholders
   b. Project procedures and forms
   c. Inspector's Daily Reports (IDR) and Force Account forms (WSDOT forms)
   d. Document control system
3. Organize and lead preconstruction conference:
   a. Prepare and distribute notices
   b. Prepare agenda
   c. Conduct the meeting
   d. Prepare and distribute meeting notes to attendees and affected agencies

Deliverables

- Preconstruction Conference Notice, Agenda, and Notes
- Preconstruction photos, digital files on electronic storage medium

C. Construction Phase Services – Contract Administration

1. Liaison with the Client, construction contractor, Designer, appropriate agencies, property owners, and utilities.
2. Schedule Review:
   a. Review construction contractor's schedules for compliance with Contract Documents.
   b. Monitor the construction contractor's conformance to schedule and require revised schedules when needed. Advise Client of schedule changes.
3. Progress Meetings. Lead regular (usually weekly) progress meetings with the construction contractor, including Client pre-briefing. Prepare weekly meeting agenda and meeting notes, and distribute copies to attendees. Track outstanding project issues on a weekly basis.
4. Change Management. Evaluate entitlement, and prepare scope, impact, and independent estimate for change orders. Facilitate resolution of change orders.
5. Monthly Pay Requests. Prepare monthly requests for payment and/or review payment requests submitted by the construction contractor. Review with Client and construction contractor, and recommend approval, as appropriate.
6. Evaluate construction contractor's Schedule of Values for lump sum items. Review the Contract Price allocations and verify that such allocations are made in accordance with the requirements of the Contract Documents.
7. Assist the Client in the investigation of malfunctions or failures during construction.
8. Document Control. Assist Client to establish and maintain document filing and tracking systems, following Client guidelines and meeting funding agency requirements. Collect, organize, and prepare documentation on the Project.
   a. One hard copy of files will be kept in the Project field office.
   b. Electronic documentation will be stored in a Project Website using SharePoint software, managed and hosted by the Consultant. The Client will be provided with up to 1 license for City Project Manager's use of the SharePoint website during the Project. Consultant will provide one training session for Client user of the SharePoint system.
9. Project Closeout. Assist Client in preparing punchlists and recommend authorizing Substantial (including punch list), Physical, and Final Completion for Client approval and signature. Assist the Client to prepare final pay estimate for Client approval and processing.
10. Final Records. Compile and convey Project records, transferring to the Client for archiving at final acceptance of the Project. Records will consist of hard copy originals.

Deliverables

- Schedule Review Comments
- Meeting Agendas and Notes
- Submittal Log
- Record of Materials
- RFI Log
- Change Order(s)
- Progress Pay Documents
- Certificates of Completion
- Final records – hard copy and electronic

D. Construction Phase Services – Field

1. Observe the technical conduct of the construction, including providing day-to-day contact with the construction contractor, Client, utilities, and other stakeholders, and monitor for adherence to the Contract Documents. The Consultant's personnel will act in accordance with Sections 1-05.1 and 1-05.2 of the Standard Specifications.
2. Observe material, workmanship, and construction areas for compliance with the Contract Documents and applicable codes, and notify construction contractor of noncompliance. Advise the Client of any non-conforming work observed during site visits.
3. Prepare daily construction reports, recording the construction contractor's operations as actually observed by the Consultant; includes quantities of work placed that day, contractor's equipment and crews, and other pertinent information.
4. Interpret Contract Documents, in coordination with Designer.
5. Evaluate issues and respond to questions which may arise as to the quality and acceptability of material furnished, work performed, and rate of progress of work performed by the construction contractor.
6. Establish communications with adjacent property owners. Respond to questions from property owners and the general public and provide Client Project Manager with contact information for the resident with a summary of concerns.
7. Prepare field records and documents to help assure the Project is administered in accordance with funding agency requirements.
8. Prepare Maximum Extent Feasible (MEF) letters for non-conforming ADA ramps, for City signatures and submittal.
9. Attend and actively participate in regular on-site meetings.
10. Take periodic digital photographs during the course of construction. Photographs to be labeled and organized.
11. Punch List. Upon substantial completion of work, coordinate with the Client and affected agencies, to prepare a 'punch list' of items to be completed or corrected. Coordinate final inspection with those agencies.

Deliverables

- Daily Construction Reports with Project photos – submitted on a weekly basis
- MEF Letters
- Punch List(s)

E. Assumptions

1. Budget:
   a. Staffing levels are anticipated in accordance with the attached budget estimate. Consultant services are budgeted for an approximate 6-month period, from May through October, 2016. This is intended to span the originally planned construction duration, plus time allotted for Project setup and closeout. Overtime has not been figured into the budget.
   b. Consultant will work up to the limitations of the authorized budget. If additional budget is needed to cover such instances as the following, Client and Consultant will negotiate a supplement to this Agreement:
      i. The contractor's schedule requires inspection coverage of extra crews and shifts.
      ii. The construction contract runs longer than the time period detailed above.
      iii. Any added scope tasks.

iv. The work is anticipated to be performed during daytime hours. Should night work be necessary, a 15 percent premium for labor will be applied to all night shift hours worked by Consultant's employees.

c. The budget allocations shown on Exhibit A are itemized to aid in Project tracking purposes only. The budget may be transferred between tasks or people, or between labor and expenses, provided the total contracted amount is not exceeded without prior authorization.

d. The budget assumes that Consultant's standard forms, logs, and processes will be used on the Project SharePoint site. Any customization to meet specialized Client requirements will be Extra Work.

2. Items and Services Client will provide:

a. Meeting arrangements and facilities for preconstruction and progress meetings.

b. Retain Engineer of Record for shop drawing review, RFIs, design changes, and final record drawings.

c. Coordination with and enforcement of utility franchise agreements and/or contracts and schedules for services related to this Project.

d. Verify that the required permits, bonds, and insurance have been obtained and submitted by the construction contractor. Obtain all permits not required to be provided by construction contractor.

e. Construction Survey. Provide project control survey and staking that is not already assigned to the construction contractor.

3. Scope:

a. The SharePoint tool being used on this Project is proprietary to the Consultant (KBA, Inc.), and may not be used by any other party or on any other project without the written permission and involvement of KBA, Inc.

b. Consultant will provide observation services for the days/hours that its' Inspector(s) personnel is/are on-site. The Inspector(s) will not be able to observe or report construction activities, or collect documentation, during the time they are not on-site.

c. The Consultant's monitoring of the construction contractor's activities is to ascertain whether or not they are performing the work in accordance with the Contract Documents; in case of noncompliance, Consultant will reject non-conforming work and pursue the other remedies in the interests of the Client, as detailed in the Contract Documents. The Consultant cannot guarantee the construction contractor's performance, and it is understood that Consultant shall assume no responsibility for proper construction means, methods, techniques, Project site safety, safety precautions or programs, or for the failure of any other entity to perform its work in accordance with laws, contracts, regulations, or Client's expectations.

d. Definitions and Roles. The use of the term "inspect" in relation to Consultant services is synonymous with "construction observation, and reference to the "Inspector" role is synonymous with "Field Representative," and means: performing on-site observations of the progress and quality of the Work and determining, in general, if the Work is being performed in conformance with the Contract Documents; and notifying the Client if Work does not conform to the Contract Documents or requires special inspection or testing. Where "Specialty Inspector" or "specialty inspection" is used, it refers to inspection by a Building Official or independent agent of the Building Official, or other licensed/certified inspector who provides a certified inspection report in accordance with an established standard.

e. Because of the prior use of the Project site, there is a possibility of the presence of toxic or hazardous materials. Consultant shall have no responsibility for the discovery,

presence, handling, removal or disposal of toxic or hazardous materials, or for exposure of persons to toxic or hazardous materials in any form at the Project site, including but not limited to asbestos, asbestos products, polychlorinated biphenyl (PCB), or other toxic substances. If the Consultant suspects the presence of hazardous materials, they will notify the Client immediately for resolution.

f. Review of Shop Drawings, samples, and other submittals will be for general conformance with the design concept and general compliance with the requirements of the contract for construction. Such review will not relieve the Contractor from its responsibility for performance in accordance with the contract for construction, nor is such review a guarantee that the work covered by the shop drawings, samples and submittals is free of errors, inconsistencies or omissions.

g. Any opinions of probable construction cost provided by the Consultant will be on the basis of experience and professional judgment. However, since Consultant has no control over competitive bidding or market conditions, the Consultant cannot and does not warrant that bids or ultimate construction costs will not vary from these opinions of probable construction costs.

h. Quantity takeoffs and calculated quantities are for the purpose of comparing with Designer's and/or bidders' quantities, and are not a guarantee of final quantities.

i. Development of construction schedules and/or sequencing, and/or reviewing and commenting on contractor's schedules, is for the purpose of estimating number of days to complete a project, and for identifying potential schedule and coordination challenges and determining compliance with the construction contract. It is not a guarantee that a construction contractor will complete the Project in that sequence or timeline, as means and methods are the responsibility of the construction contractor.

j. Consultant is not responsible for any costs, claims or judgments arising from or in any way connected with errors, omissions, conflicts or ambiguities in the Contract Documents prepared by others. The Consultant does not have responsibility for the professional quality or technical adequacy or accuracy of the design plans or specifications, nor for their timely completion by others.

k. If Consultant provides Value Analysis or Value Engineering services, it is understood that any ideas, advice, or recommendations generated by the Consultant are made based only on the information presented to them, and need engineering analysis by the Designer to verify; Consultant is not responsible for the final design product.

l. Client agrees to include a statement in the construction Bid Documents for this Project, requiring construction contractor to name KBA, Inc. as an additional insured via endorsement to the contractor's commercial general liability and automobile insurance policies.

m. RCW 4.24.115 is applicable to Consultant's services provided under this Agreement.

n. Services provided by the Consultant under this Agreement will be performed in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances, in the same geographical area and time period.

o. Client agrees that Consultant will not be held liable for the completeness, correctness, readability, or compatibility of any electronic media submitted to Client, after an acceptance period of 30 days after delivery of the electronic files, because data stored on electronic media can deteriorate undetected or can be modified without Consultant's knowledge.

p. Consultant will not be liable for any damage to the field office premises or utilities provided by Client, unless caused by Consultant's own negligence.

II. OPTIONAL SERVICES

All services not detailed above, are considered Optional Services, which, along with any other Extra Work requested by the Client, will be performed only when a mutually negotiated Supplement to this Agreement is executed, specifying scope of services and budget.

Exhibit 2

EXHIBIT B

REQUEST FOR CONSULTANT PAYMENT

To: City of Sammamish
801 228th Avenue SE
Sammamish, WA 98075
Phone: (425) 295-0500
FAX: (425) 295-0600

Invoice Number: _____ Date of Invoice: _____

Consultant: _____

Mailing Address: _____

_____

Telephone: _____

Email Address: _____

Contract Period: _____ Reporting Period: _____

Amount requested this invoice: $_____

Specific Program:_____

_____
Authorized signature

ATTACH ITEMIZED DESCRIPTION OF SERVICES PROVIDED

For Department Use Only

Total contract amount	
Previous payments	
Current request	
Balance remaining	

Authorization to Consultant: $
Account Number:
Date:

Approved for Payment by: _____ Date: _____

Finance Dept.

*Check #*_____ *Check Date:*_____

Rev 8/2015

Exhibit 2

EXHIBIT C

TAX IDENTIFICATION NUMBER

In order for you to receive payment from the City of Sammamish, you must have either a Tax Identification Number or a Social Security Number. The Internal Revenue Service Code requires a Form 1099 for payments to every person or organization other than a corporation for services performed in the course of trade or business. Further, the law requires the City to withhold 20% on reportable amounts paid to unincorporated persons who have not supplied us with their correct Tax Identification Number or Social Security Number.

Please complete the following information request form and return it to the City of Sammamish prior to or along with the submittal of the first billing invoice.

Please check the appropriate category:

X Corporation _____ Partnership _____ Government Consultant

_____ Individual/Proprietor _____ Other (explain)

TIN No.: 91-1581416

Social Security No.: _____

Print Name: _____

Title: _____

Business Name: KBA, Inc.

Business Address: 11201 SE 8th Street, Suite 160, Bellevue, WA 98004

Business Phone: 425-214-5079

4-20-2016
Date

Authorized Signature (Required)

Exhibit 2

KBA CONSTRUCTION MANAGEMENT

Project Name: 2016 Pavement Overlay
Client Project No.: TBD
KBA Project No.: BP 16-021-01
Contract Type: LM: 2.6836
Date Prepared: 4/11/2016
Prepared by: K. Wendell Adams
Salary Escalation **4%**

Determination of Hours	Month	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16
	Days/Mo	21	22	20	23	21	21
	Hr/Mo	168	176	160	184	168	168
	Extra Work	12%	12%	12%	12%	12%	11%
	Adj Hr/Mo	188	197	179	206	188	186

Schedule: Start-up | CONSTRUCTION | Close Out

KBA Labor Hours

Employee	Title	2016 Rate	Total Hours	2016 Total	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16
K. Adams	(M4) Principal/PM	$220.06	24	24	4	4	4	4	4	4
TBD	(E6) Resident Eng	$151.57	380	380	120	60	60	60	40	40
TBD	(E3) Inspector	$93.93	848	848	120	176	160	184	168	40
Subtotal - KBA Labor Hours			1,252	1,252	244	240	224	248	212	84

Direct Expenses

Item	Total Costs	2016 Total	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16
Vehicles ($6.31/hour, includes tax)	$ 7,749	7,749	1,514	1,489	1,388	1,540	1,312	505
Misc: Supplies, Equipment, Copies, Postage	$ 224	224	38	38	37	37	37	37
Subtotal - Direct Expenses	$ 7,973	7,973	1,552	1,527	1,425	1,577	1,349	542

Combined Costs

Employee	Title	2016 Rate	Total Labor Cost	2016 Total	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16
K. Adams	(M4) Principal/PM	$220.06	$ 5,281	5,281	880	880	880	880	880	880
TBD	(E6) Resident Eng	$151.57	$ 57,596	57,596	18,188	9,094	9,094	9,094	6,063	6,063
TBD	(E3) Inspector	$93.93	$ 79,649	79,649	11,271	16,531	15,028	17,282	15,780	3,757
Labor Cost			**$ 142,527**	142,527	30,340	26,505	25,003	27,257	22,723	10,700
Direct Expenses (No Markup)			**$ 7,973**	7,973	1,552	1,527	1,425	1,577	1,349	542
TOTAL ESTIMATED COSTS			**$ 150,500**	150,500	31,892	28,033	26,428	28,833	24,072	11,242

ESTIMATE PROVIDED IS CONFIDENTIAL AND PROPRIETARY TO KBA, INC.

Exhibit 2

COUNCIL MINUTES

City Council Joint Meeting with the Parks and Recreation Commission/Regular Meeting
April 5, 2016

Open Joint Meeting 5:30 pm

Public Comment

Mary Welborn, 2450 204th Avenue SE, encouraged the Council to keep trails and connectivity in mind when making their long-rang plans. She submitted information regarding some property that she encouraged the Council to consider as passive park area.

Mary Hall, 1443 247th Avenue SE, encouraged equestrian trail connectivity.

Jan Bird, 3310 221st Avenue SE, Representing the Sammamish Community Wildlife Group, encouraged Council to set aside money to make land purchases for the Emerald *Necklace (submitted written comments that are available upon request of the City Clerk).*

Pauline Cantor, Janet Wilson and Sean Smith, Representing Sammamish Friends, gave a PowerPoint presentation *(available upon request of the City Clerk).*

Jim Barry, 1810 203rd Avenue SE, spoke in favor of preserving as much open space as possible.

Kerry Young, Sammamish Rotary, thanked the Council and the Parks Department for their partnership on the Nightmare at Beaver Lake. She stressed that, without Beaver Lake Park, the Rotary could not produce the Nightmare.

Sharon Steinbis, 24933 SE 14th Street, would like to see a trail connecting Hazel Wolf Wetlands to the Emerald Necklace.

Jeanette Weaver, 25208 SE 14th, encouraged Council to continue to purchase property for both parks and trails.

Mary Wictor, 408 208th Avenue NE, spoke regarding trail connections and wildlife corridors.

Topics 5:30 pm – 6:30 pm

- Parks Capital Projects Visioning – Parks & Recreation Director Jessi Bon and Parks Commission Chair Hank Klein updated the Council on the Commission's process to update the Parks Capital Facility Plan.

- Facility Rental Fees – Ms. Bon and Joanna Martin, Recreation Supervisor, gave the staff report and showed a PowerPoint presentation *(available on the City's website at www.sammamish.us).*

Close Joint Meeting

Mayor Don Gerend called the special meeting of the Sammamish City Council to order at 7:30 pm.

Councilmembers present:
Councilmember Don Gerend
Councilmember Tom Hornish
Councilmember Kathy Huckabay
Councilmember Bob Keller
Councilmember Christie Malchow
Councilmember Tom Odell
Councilmember Ramiro Valderrama

Staff present:
Lyman Howard, City Manager
Jessi Bon, Parks & Recreation Director
Kyle Endelman, Deputy Parks & Recreation Director
Susan Cezar, Special Projects Manager
Joanna Martin, Recreation Supervisor
Jeff Thomas, Community Development Director
Evan Maxim, Senior Planner
Mike Kenyon, City Attorney
Melonie Anderson, City Clerk

Roll Call/Pledge of Allegiance

Roll was called. Councilmember Malchow led the pledge.

Approval of Agenda

Councilmember Odell requested removal of Item #3 - Resolution: Granting Final Plat Approval To The Lake Vista Estates Plat Alteration from the Consent Agenda.

MOTION: Deputy Mayor Valderrama moved to approve the agenda including the Consent Agenda as amended. Councilmember Malchow seconded. Motion carried unanimously 7-0.

Student Liaison Report

Eastlake High School Student Liaison, Colin James, reported that Eastlake is on Spring Break this week. Tolo will be on April 16. Eastlake Live was last week. It is a fundraiser for the school. Fourth quarter has just begun. Wolf Strong Week will be next week. It consists of personal development through service to others.

Presentations/Proclamations

- Arts Commission Update – Arts Commission Chair Anne Schafer gave the presentation (available on the City's website at www.sammamish.us).

Public Comment

Mary Wictor408 208th Avenue NE, spoke regarding rain data and sources for funding of rain gauges in the City.

Erin Vosti-Lal, 20223 SE 26th Street, spoke regarding the way City staff enforce regulations. She feels the staff is coaching developers to side-step development regulations. She is also unhappy with the appeal process.

Gail Paul, 2718 204th Avenue SE, spoke regarding a short plat going in near her home. She also feels the City building department is helping the developers.

(Council requested a report on this and other developments in the sensitive areas. What is the policy regarding how the staff is processing permits? Councilmember Keller suggested a special study session to update the Council on the permitting process)

Ted Buck, 1015 Lancaster Way SE, spoke regarding Big Rock Vista. He feels the development represents the problems that the City is facing with developments in sensitive areas.

Melanie Ball, 832 Lancaster Way SE, spoke regarding the Big Rock Vista Development.

Katherine Booher, 808 212th Avenue SE, spoke regarding the critical areas and wetlands that are near Big Rock Vista. She feels the property should be park property.

Cindy Taylor 21407 SE 20th Street, spoke regarding the dimensional standards ordinance being considered tonight. She was planning on subdividing for her retirement and the proposed regulations may prevent that.

David Jones, feels he will be negatively impacted by the amendments to the dimensional standards.

Jason McKenzie, 1130 Lancaster Way SE, said the City imposed many requirements when he was building his sports court but they let the developers sidestep regulations.

David Hoffman, Master Builders Association, spoke regarding the amendments to the dimensional standards being considered tonight *(submitted written comments which are available upon request of the City Clerk)*

Consent Agenda

Payroll for period ending March 15, 2016 for pay date March 18, 2016 in the amount of $342,570.95

Approval: Claims For Period Ending April 5, 2016 In The Amount Of $1,181,268.91 For Check No. 43910 Through 44057

Resolution: Accepting The City Of Sammamish 2014-Audio/Video Replacement Project As Complete

Contract: City-Wide Asset Inventory Project/KBA

Contract: Plan Review Services/Eagle Eye Consulting Engineers

Contract: Inspection Services/BHC Consultants

Approval: Notes for February 24, 2016 City Council Joint Meeting with the Lake Washington School District

Approval: Minutes for March 1, 2016 Special Meeting

Approval: Minutes for March 15, 2016 Regular Meeting

Resolution: Relating To An Update of ICMA Retirement Plan

Public Hearing

Resolution: Submitting The Question Renewing The Lake Management District To The Owners Of Land Within The Proposed Beaver Lake Management District No. 1 By The City Of Sammamish, Washington, In The Beaver Lake Watershed.

Community Development Director Jeff Thomas and Senior Planner Evan Maxim gave the staff report and showed a PowerPoint presentation *(presentation available on the City's website at www.sammamish.us).*

Public Hearing

Public Hearing opened 8:39 pm.

Jim Cooper 2201 E. Beaver Lake Dr. SE, questioned why the contiguous lot exemption is fair. His lot is only 50 feet wide but he pays the same amount as someone with five lots. He doesn't feel the program has any ability to enforce regulations to keep the lake clean.

Dave Ege, 2151 E Beaver Lake Dr. SE, is concerned that people might be confused if the vote is phrased as creating the district rather than renewing the district.

Public Hearing closed at 8:52 pm.

MOTION: Councilmember Hornish moved to amend the title of the resolution to read: of submitting the question of renewing and continuing the Beaver Lake Management District #1 and adopting the resolution. Councilmember Huckabay seconded. Motion carried 7-0 (R2016-680).

Unfinished Business

Resolution: Granting Final Plat Approval To The Lake Vista Estates Plat Alteration

MOTION: Deputy Mayor Valderrama moved to approve the resolution granting final plat approval to the Lake Vista Estates Plat Alteration. Councilmember Hornish seconded. Motion carried 6-1 with Councilmember Odell dissenting.

Councilmember Odell dissented as a matter of protest against this plat. He does not think that the developer should have been allowed to build the large brick retaining wall on the parkway.

Council recessed for five minutes

Third Reading, Adopting Provisions Related To Dimensional Standards In The R-4 And R-6 Residential Zoning Designations And Resulting In Changes To Chapters 15 And 25 Of Title 21A Of The Sammamish Municipal Code

Mr. Thomas and Mr. Maxim gave the staff report and explained the recommended changes to the ordinance since the last reading.

MOTION: Councilmember Valderrama moved to approve Amendment #1 (See attached PC Recommended Draft Code Attachment A): to increase R-4 Lot Coverage to 40% and R-6 Lot Coverage to 50% with 5% incentive for covered outdoor living space or an accessory dwelling unit on site. Councilmember Malchow seconded. Motion carried 4-3 with Councilmembers Odell, Huckabay and Keller dissenting.

Councilmember Keller feels the ADU incentive should be increased.

Council was in agreement with Amendment #2, as proposed by the Master Builders (see Attachment A) as follows: "(16) Except for panhandle lots, cul-de-sac lots, flag lots, homes on joint use driveways, and alley loads, or other such lots where it is infeasible, thirty percent of the area contained within the street setback shall be landscaped and part of the area used to comply with the minimum pervious surface percentage."

Staff explained that Amendment #3 (see Attachment A) was just a correction to the math and Council was in agreement with this change.

MOTION: Councilmember Malchow moved to extend the meeting to 11:00 pm. Councilmember Hornish seconded. Motion carried unanimously 7-0.

No action was taken on Amendment #4 (see Attachment A).

MOTION: Councilmember Hornish moved to adopt Amendment #5 with the inclusion of "artificial turf" (see Attachment A. Note: Councilmember Hornish pointed out that Attachment A has an incorrect reference to 21A.25.070(A)). Councilmember Huckabay seconded. Motion carried 7-0.

No action was taken on Amendment #6.

Council agreed to Amendment #7 with the addition of the words "and overhangs."

MOTION: Councilmember Valderrama moved to adopt an ordinance related to dimensional standards in the R-4 and R-6 Residential Zoning Designations and resulting in changes to Chapters 15 and 25 of Title 21 A of the Sammamish Municipal Code as amended. Councilmember Keller seconded. Motion carried unanimously 7-0 (O2016-407).

Ordinance: Second Reading, Adopting Provisions Related To Land Use Compatibility In The Residential Zones And Resulting In Changes To Chapters 5 And 15 Of Title 20 And Chapters Of 30 And 40 Of Title 21A Of The Sammamish Municipal Code

Mr. Thomas and Mr. Maxim gave the staff report and explained the changes from the last reading of the ordinance.

Council was in agreement with all staff recommended changes as shown in Exhibit 2 (see Attachment B) with exception of Amendment #15 where Council agreed to delete SMC 21A30.230(3)(a)(ii) Security or flood lighting light shall not be visible from adjacent properties. Council felt this would be an impossible standard to uphold.

Councilmember Hornish expressed concern that someone could circumvent the security lighting regulations by saying the lighting is just for aesthetics. Council was in agreement with adding to the definitions the following: Security and flood lighting fixtures are generally intended to provide lighting…..

MOTION: Councilmember Odell moved to adopt an ordinance related to Land Use Compatibility in the Residential Zones and resulting in changes to Chapters 5 and 15 of Title 20 and Chapters 30 and 40 of Title 21A of the Sammamish Municipal Code as previously amended. Deputy Mayor Valderrama seconded. Motion carried unanimously 7-0 (O2016-408)

New Business - None

Council and Committee Reports

Councilmember Keller attend the Sammamish Drug Free Coalition Meeting. They will be submitting a grant application to promote drug use prevention. He also attended the Sound Cities Association Public Involvement Committee meeting and it will be looking for input on Sound Transit 3.

Deputy Mayor Valderrama reported on the Public Safety meeting. They discussed court services and hiring an Emergency Management person. Council might consider passing a Good Samaritan Law so there is awareness in the community. He attended the Regional Law, Justice and Public Safety Committee.

Councilmember Odell reported that the Transportation Committee will meet on Thursday. Eastside Transportation Partnership will meet Friday.

Councilmember Hornish reported on the Human Service Committee meeting that happened today.

MOTION: Councilmember Hornish moved to change the Health and Human Services Committee from ad-hoc to permanent and appoint Councilmembers Hornish, Malchow and Huckabay as members. Motion carried unanimously 7-0.

Councilmember Huckabay attended the Go Green Conference. Along with City Manager Howard and Councilmember Odell, she met with Metro representatives as they drove around Sammamish pointing out our specific issues. She reported that the Sustainability Ambassadors will make a presentation to Council regarding the “Ride Your Bike to School” contest. She suggested that the City give a prize, or prizes that could be awarded at their summit in May.

Mr. Howard said that staff would look into providing guidelines for when the City will provide prizes, etc.

Councilmember Malchow reported on the Best Start for Kids meeting she attended. She reported on the Communications Committee meeting.

Mayor Gerend reported on the North End Mayors Meeting, which the City hosted today.

MOTION: Councilmember Malchow moved to extend the meeting to 11:30. Councilmember Malchow seconded. Motion carried unanimously 7-0.

Executive Session – Potential Litigation pursuant to RCW 42.30.110(1)(i) and Property Sale or Lease pursuant to RCW 42.30.110(1)(c)

Council retired to Executive Session 11:00 pm and returned at 11:30 pm

City Manager Report

Mr. Howard gave Council a brief update on the Mars Hill Church. He reported that Central Washington University is in their due diligence period. He will have a longer report at the next regular meeting.

Meeting adjourned at 11:30 pm

_____ _____

Melonie Anderson, City Clerk Donald J. Gerend, Mayor

Summary of amendments proposed through March 22, 2016

"Normal Text" is existing code language

"~~Strikethrough Text~~" is existing language that will be deleted

"Underline Test" is code language that will be added

"…" indicates that there is additional code language that has been omitted

#	Commenter	Code Section	PC Recommended Draft Language	Proposed Amendment
1	Master Builders Association	21A.25.030(A)	R-4 Lot Coverage is 35% R-6 Lot Coverage is 45%	**Comment:** Allow for an increased lot coverage of 5% when the proposed house includes covered outdoor living areas or Accessory Dwelling Units. **Staff recommends:** Add a new footnote to the table referencing footnote "19". New footnote "19" to read: "The maximum lot coverage may be increased by five percentile points once, if a covered outdoor living space or an Accessory Dwelling Unit is built on site. For the purposes of this section, a covered outdoor living space includes any structure with a roof that is not fully enclosed by walls."
2	Master Builders Association	21A.25.030(16)	(16) Thirty percent of the area contained within the street setback shall be landscaped and part of the area used to comply with the minimum pervious surface percentage.	**Proposed amendment:** "(16) Except for panhandle lots, cul-de-sac lots, flag lots, homes on joint use driveways, and alley loads, or other such lots where it is infeasible, thirty percent of the area contained within the street setback shall be landscaped and part of the area used to comply with the minimum pervious surface percentage." **Staff comment:** Following additional analysis with the Master Builders Association, the City understands that this amendment is not necessary.

#	Commenter	Code Section	PC Recommended Draft Language	Proposed Amendment
3	Master Builders Association	21A.25.030(17)	(17) Lots with three or more interior lot lines shall provide a combination of 5 foot, 7 foot, and 12 foot interior setbacks. Lots with two interior lot lines shall provide a combination of two interior setback widths. For example, a lot with two interior lot lines could provide a 5 foot and a 7 foot interior setback from interior lot lines.	**Proposed amendment:** "(17) Lots with three or more interior lot lines shall provide a combination of 5 foot, 7 foot, and ~~12~~15 foot interior setbacks. Lots with two interior lot lines shall provide a combination of two interior setback widths. For example, a lot with two interior lot lines could provide a 5 foot and a 7 foot interior setback from interior lot lines." **Staff comment:** This was a typographical error in the initial Planning Commission Recommended draft, which has been corrected in the April 5, 2016 Council packet.
4	Master Builders Association	21A.25.030(18)	(18) For the purposes of this section, pervious surface is any surface area that is not structured or hardened. Pervious surfaces may be landscaped, but do not include areas covered by pervious concrete or other similar materials.	**Proposed amendment:** "(18) For the purposes of this section, pervious surface is any surface area that is not structured or hardened. Pervious surfaces may be landscaped~~, but do not include areas covered by pervious concrete or other similar materials~~. Areas covered by pervious concrete or other similar materials, and decks, shall receive 50 percent credit". **Staff comment:** The "pervious" nature of decks or pervious concrete is not necessarily relevant in evaluating the bulk, aesthetic, and dimensional regulations for this chapter. Council has directed the staff to also prepare an alternate terminology for this section (see item 5 below).
5	Council	21A.25.030(A) and 21A.25.030(18)	21A.25.070(A) "Minimum Pervious Surface Percentage" (18) For the purposes of this section, pervious surface is any surface area that is not structured or hardened. Pervious surfaces may be landscaped, but do not	**Proposed amendment:** Replace the "Minimum Pervious Surface Percentage" with the term "Yard" in 21A.25.070(A). "(18) For the purposes of this section, ~~pervious surface~~ yard is any ~~surface~~ area that is not structured or hardened. ~~Pervious surfaces~~ Yard areas may be landscaped and contain uncovered decks of less than 18

#	Commenter	Code Section	PC Recommended Draft Language	Proposed Amendment
			include areas covered by pervious concrete or other similar materials.	inches above grade, but do not include areas covered by pervious concrete or other similar materials." **Staff comment:** The proposed amendment removes language that is normally tied to drainage review, and does not address bulk, dimension, or aesthetics. Uncovered decks that are less than 18 inches above grade are not normally considered structures.
6	Council	21A.25.070(4)	(4) The allowed lot coverage shall be computed by dividing the total building footprint area by the total lot area. The total building footprint area is computed by adding the horizontal land area covered by a building or combination of buildings on the subject lot. The total building footprint does not include building eaves of up to eighteen inches; eaves of more than eighteen inches are included within the building footprint area.	**Proposed amendment:** "(4) The allowed lot coverage shall be computed by dividing the total building footprint area by the total lot area. The total building footprint area is computed by adding the horizontal land area covered by a building or combination of buildings on the subject lot. The total building footprint does not include building eaves or overhangs of up to eighteen inches; eaves or overhangs of more than eighteen inches are included within the building footprint area."
7	Master Builders Association	21A.25.070(4)	(4) The allowed lot coverage shall be computed by dividing the total building footprint area by the total lot area. The total building footprint area is computed by adding the horizontal land area covered by a building or combination of buildings on the subject lot. The total building footprint does not include building eaves of up to eighteen inches; eaves of more than eighteen inches are included within the building footprint area.	**Proposed amendment:** "(4) The allowed lot coverage shall be computed by dividing the total building footprint area by the total lot area. The total building footprint area is computed by adding the horizontal land area covered by a building or combination of buildings on the subject lot. The total building footprint does not include building eaves of up to eighteen inches; ~~eaves of more than eighteen inches are included within the building footprint area~~ for eaves greater than 18 inches, that portion of the eaves which extends beyond 18 inches shall count toward the building footprint."

ATTACHMENT A

Summary of amendments proposed through March 4, 2016

"Normal Text" is existing code language

"~~Strikethrough Text~~" is existing language that will be deleted

"Underline Test" is code language that will be added

"…" indicates that there is additional code language that has been omitted

#	Commenter	Code Section	PC Recommended Draft Language	Proposed Amendment
1	Staff	20.05.085 (3) Reasonable Accommodation	"Procedure. If modification of a standard in the Sammamish Municipal Code is sought:…"	"Procedure. If modification of a standard or regulation in the Sammamish Municipal Code is sought:…"
2	Staff	20.05.085 (3) Reasonable Accommodation	"Procedure. If modification of a standard in the Sammamish Municipal Code is sought:…"	"Procedure. If modification of a standard in the Sammamish Municipal Code is sought, the Director shall make a written determination within 45 days and either grant, grant with modifications, or deny a request for reasonable accommodation in accordance with the following:
3	Staff	20.05.085 (3) Reasonable Accommodation	"a. The applicant for reasonable accommodation must provide verifiable documentation of an applicable disability and describe the proposed accommodation"	Specify application materials noted in (3)(a): "a. ~~The applicant for reasonable accommodation must provide verifiable documentation of an applicable disability and describe the proposed accommodation~~ Application. Requests for reasonable accommodation by any eligible person or entity described in Section 20.05.085(1) shall be submitted on an application form provided by the Community Development Department, or in the form of a letter, to the Director of Community Development and shall contain the following information: 1. The applicant's name, address, email, and telephone number.

#	Commenter	Code Section	PC Recommended Draft Language	Proposed Amendment
				2. Address of the property for which the request is being made. 3. The property owner's name, address and telephone number and the owner's written consent. 4. The current actual use of the property. 5. The basis for the claim that the individual that resides or will reside at the property is considered disabled under the Acts. 6. The zoning code provision, regulation or policy from which reasonable accommodation is being requested. 7. Why the reasonable accommodation is necessary to make the specific property accessible to the individual. 8. Copies of emails, correspondence, pictures, plans or background information reasonably necessary to reach a decision regarding the need for the accommodation."
4	Staff	20.05.085 (3) Reasonable Accommodation	"(d) A grant of reasonable accommodation permits a dwelling to be inhabited only according to the terms and conditions of the applicant's proposal and the Planning Director/Manager's decision. […] the Planning Director/Manager shall rescind[…]"	"(d) A grant of reasonable accommodation permits a dwelling to be inhabited only according to the terms and conditions of the applicant's proposal and the ~~Planning Director/Manager's~~ Director's decision. […] the ~~Planning Director/Manager's~~ Director's shall rescind[…]"
5	Mayor Gerend	21A.30.010(5)	"(5) Enhance aesthetics an environmental protection through site design; ~~and~~"	"(5) Enhance aesthetics and environmental protection through site design; ~~and~~"
~~6~~	~~Mayor Gerend~~	~~21A.30.230(3)(a)(ii)(A)~~	~~"One partially shielded light fixture… less than 630 lumens."~~	~~**Comment:** A large house might have front entrance, back entrance and garage with desire for partially shielded light fixtures, not just one.~~

#	Commenter	Code Section	PC Recommended Draft Language	Proposed Amendment
				~~**Staff suggest:** "One partially shielded light fixture or sconce per building entrance is allowed if it is located beneath a building overhang and will generate less than 630 lumens;"~~
7	~~Mayor Gerend~~	~~21A.30.230(3(a)(ii)(A)~~	~~"One partially shielded light fixture… less than 630 lumens."~~	~~**Comment:** Less than 630 lumens is like a traditional 40 watt bulb; not very good lighting in some instances.~~ ~~**Staff response:** This standard is intended for outdoor lighting, which is normally used at night. 630 lumens of outdoor lighting will appear much brighter at night than in an indoor office.~~ ~~Higher level of lumens may result in less safe outdoor lighting conditions, because it creates a high contrast (light to dark) situation making it harder to see anything in the area un-illuminated.~~
~~8~~	~~Mayor Gerend~~	~~21A.30.230(3)(a)(iii)~~	~~"Site light fixtures shall be designed to use shall be metal halide or…"~~	~~"Site light fixtures shall be designed to use shall be metal halide or…"~~
9	Mayor Gerend	21A.30.230(3(b)(i)	"…so that no light is emitted above 90 degrees, and shall be installed and …causes no light trespass on to adjacent properties."	"…so that no light is emitted above a horizontal plane ~~90 degrees~~, and shall be installed and …causes no light trespass on to adjacent properties."
10	Mayor Gerend Councilmember Hornish	21A.30.230(3)(b)(i) & 21A.30.230 (3)(c)(i)	"…causes no light trespass on to adjacent properties."	**Comment**: *No* light trespass may not be realistic—consider alternate language. **Staff suggest**, "Luminaires […]shall be installed and maintained in a way that causes minimal or no light trespass on to adjacent properties" matching language in 21A.30.230 (3)(a).

#	Commenter	Code Section	PC Recommended Draft Language	Proposed Amendment
11	Councilmember Huckabay	21A.30.240 (4) Non-Residential use design standards	"New parking lots for non-residential uses, or parking lots that are expanded by more than 50% of the original parking lot area, shall:[…] Incorporate a berm around the perimeter of the parking lot where adjacent to public right of way and neighboring properties, designed such that the berm height is no less than 3 feet above the highest elevation of the parking lot."	**Comment**: Consider flexibility on berms. The prescribed 3-foot height may not be appropriate in all cases, for example where there is a grade change between the parking lot and adjacent uses. **Staff response**: There is flexibility included in the code in the last line of the subject paragraph, "The director may authorize an alternative design to the berm that will provide an equivalent amount of screening for vehicle headlights."
12	Councilmember Hornish	21A.40.110	"All off-street loading spaces shall be designed and constructed consistent with SMC 21A.40. All on-street loading spaces shall be"	**Comment**: There appears to be a typo—the sentence ends after "shall be" **Staff Suggests:** "All off-street loading spaces shall be designed and constructed consistent with SMC 21A.40. All on-street loading spaces shall be <u>designed consistent with the on-street parking space requirements of the adopted Public Works Standards.</u>"
13	Councilmember Odell	21A.40.110(16)(a)	"(a) Allow access to the entrance of the Daycare I without crossing a street or travelway, and one of the following, in order of preference: (i) Be located off-street, i.e. not within a public right of way or access easement; or (ii) Be located on-street, outside of travel lanes, and adjacent to the Daycare I."	**Comment:** Consider limiting on-street drop off (section "(ii)") to local roads. **Staff Suggests:** "(a) Allow access to the entrance of the Daycare I without crossing a street or travelway, and one of the following, in order of preference: (i) Be located off-street, i.e. not within a public right of way or access easement; or (ii) Be located on-street, outside of travel lanes, and adjacent to the Daycare I<u>, provided that on-street loading and unloading of passengers is only allowed on local streets</u>."

<table>
<tr><th>#</th><th>Commenter</th><th>Code Section</th><th>PC Recommended Draft Language</th><th>Proposed Amendment</th></tr>
<tr><td>14</td><td>Councilmember Odell</td><td>23.100.010</td><td>No amendment proposed</td><td>Comment: Consider increasing civil enforcement penalties to ensure swift resolution of code compliance situations.

Staff suggests:
<table>
<tr><td colspan="2">Code Enforcement Penalties:</td></tr>
<tr><td>Infraction</td><td>up to $500</td></tr>
<tr><td>Stop Work Order</td><td>up to $500</td></tr>
<tr><td colspan="2">Noncompliance:</td></tr>
<tr><td>1 – 15 days</td><td>$100 <u>up to $250</u> per day</td></tr>
<tr><td>16 – 31 days</td><td>$250 <u>up to $500</u> per day</td></tr>
<tr><td>31+ days</td><td>$500 <u>up to $1,000</u> per day (up to $50,000 maximum)</td></tr>
<tr><td colspan="2">Environmental Damage/Critical Areas Violations:</td></tr>
<tr><td colspan="2">Up to $25,000 plus the cost of restoration</td></tr>
<tr><td colspan="2">Unlawful Tree Removal or Damage:</td></tr>
<tr><td colspan="2">$1,500 per inch of diameter at breast height of tree removed or damaged</td></tr>
</table></td></tr>
<tr><td>15</td><td>Councilmember Malchow</td><td>21A.30.230(3)(a)</td><td>[Outdoor lighting standards for single family residences]</td><td>Comment: The PC recommended draft code will create many nonconformances in the City, and bringing light fixtures into conformance would present an undue hardship and expense to homeowners. The code should be written narrowly, in order to only address the</td></tr>
</table>

#	Commenter	Code Section	PC Recommended Draft Language	Proposed Amendment
				nuisance caused by floodlights pointed at neighboring residences. **Staff suggest**: Remove 21A.30.230(3)(a), replace with: " (a) Security or flood lighting fixtures associated with single family residences and townhouses: (i) Lighting fixtures shall be properly aimed and installed in a manner that causes minimal or no light trespass on to adjacent properties; (ii) Security or flood lighting light shall not be visible from adjacent properties; (iii) Lighting fixtures shall not exceed 1,260 lumens, unless the lighting fixture is fully shielded; and, (iv) Motion sensors associated with security or flood lighting shall not be activated by off-site movement." New definition of security or flood lighting: "21A.15.685 Lighting Fixtures, Security or Flood. "Security or flood lighting fixtures" are intended to provide lighting that is designed and used to discourage crime and undesirable activity. Security or flood lighting fixtures are characterized by a broad intense beam of artificial light directed to illuminate a large area of a site."

STUDY SESSION NOTES

Study Session

April 12, 2016

Mayor opened the study session of the Sammamish City Council at 6:30 p.m.

Public Comment

*This is an opportunity for the public to address the Council. Three-minutes limit per person or 5 minutes if representing the official position of a recognized community organization***.**

Todd Southwick, 413 209th Ave NE, Spoke regarding the Tamarack Drainage Improvement project.

Mary Wictor, 408 208th Ave NE, Spoke regarding the Tamarack Drainage Improvement project.

Jeff Peterson, Tollbrothers, 9720 NE 120th Place, Kirkland, WA, Spoke regarding the proposed Carrier subdivision.

Nancy Whitten, P.0. Box 1294, Issaquah, WA, Spoke about the Draft Public Works Standards.

Brad Berg, 23306 SE 16th Place, Spoke about the Draft Public Works Standards.

Topics

- Tamarack Drainage Project Update
- Public Works Standards Discussion
- Pedestrian Safety – Preliminary Discussion

Adjournment 10:25 pm

City Council Agenda Bill

Meeting Date: **May 3, 2016** Date Submitted: April 27, 2016

Originating Department: Community Development

Clearances:

☑	Attorney	☑	Community Development	☐	Parks & Recreation
☐	Admin Services	☐	Eastside Fire and Rescue	☐	Police
☑	City Manager	☐	Finance & IT	☐	Public Works

Subject: An ordinance amending the Sammamish Municipal Code and the Shoreline Master Program

Action Required: First Reading and Public Hearing

Exhibits:
1. Ordinance with Attachment A
2. Washington Department of Ecology Conditional Approval Letter dated March 9, 2016 with Attachments A through D
3. Table of Amendments

Budget: N/A

Summary Statement:
On March 17, 2016, the City of Sammamish received a letter from the Washington State Department of Ecology (dated March 9, 2016), granting conditional approval to the Sammamish Shoreline Master Program amendments related to the Environmentally Critical Areas regulations. Three amendments are required by the Washington Department of Ecology (Ecology), contained in attachment B to the approval letter, to complete the update to the Shoreline Master Program. However, the City staff and Ecology have identified several additional amendments that warrant consideration as part of the City's final action on the Shoreline Master Program. All proposed amendments are summarized in Exhibit 3 to this agenda bill.

Background:
On July 9, 2013, after five study sessions and six public meetings, the City Council adopted amendments to the City of Sammamish Environmentally Critical Areas (ECA) regulations. The Council's review followed a lengthy and thorough review of the proposed amendments by the City of Sammamish Planning Commission, which included over 20 public meetings and more than a hundred comments from the public, agencies, and Native American tribes.

In adopting the revised ECA regulations, the Sammamish City Council confirmed that the proposed amendments should also be effective city-wide, including with the Sammamish Shoreline jurisdiction.

Consequently, on November 12, 2013, the City of Sammamish submitted proposed amendments to the Sammamish Shoreline Master Program to Ecology for their review and approval.

On March 17, 2016, Ecology formally approved the proposed amendments with conditions, which is attached as Exhibit 2. Attachment A to the Ecology letter contains Findings of Fact and Conclusions related to the approval. Attachment B to the Ecology letter describes the three "required" amendments that will need to be incorporated into the Shoreline Master Program. Attachment C to the Ecology letter describes several "recommended" amendments to the Shoreline Master Program. Attachments B and C are summarized in Exhibit 3, along with several staff recommended amendments. Finally, Attachment D to the Ecology letter provides a response from Ecology to public comment received during their review of the Shoreline Master Program amendments.

Financial Impact:
There is no financial impact directly associated with adoption of this ordinance.

Recommended Motion:
Open the Public Hearing and continue to May 17, 2016.

Exhibit 1

CITY OF SAMMAMISH
WASHINGTON

ORDINANCE NO. O2016 -

AN ORDINANCE OF THE CITY OF SAMMAMISH, WASHINGTON, PERTAINING TO THE PROTECTION AND REGULATION OF ENVIRONMENTALLY CRITICAL AREAS IN THE SAMMAMISH SHORELINE MASTER PROGRAM AND IN THE ENVIRONMENTALLY CRTICIAL AREAS REGULATIONS, AMENDING CHAPTERS 25.01, 25.02, AND 25.08 AND 21A.15 AND 21A.50 OF THE SAMMAMISH MUNICIPAL CODE.

WHEREAS, the adopted City of Sammamish Comprehensive Plan supports the protection of environmentally critical areas through the adoption of development regulations; and

WHEREAS, the State Growth Management Act (GMA) includes adopted goals and requirements to guide the development and adoption of comprehensive plans and development regulations including requirements to designate and protect environmentally critical areas; and

WHEREAS, the City Council adopted Ordinance O2013-350, which contained development regulation amendments pertaining to the protection and regulation of Environmentally Critical Areas in Sammamish on July 9, 2013; and

WHEREAS, the City Council desires the proposed amendments to be effective throughout the City including within shoreline jurisdiction; and

WHEREAS, the Washington State Department of Ecology Conditionally Approved the proposed development regulation amendments pertaining to the protection and regulation of Environmentally Critical Areas in the Sammamish Shoreline areas in the Sammamish Shoreline Master Program on March 9, 2016; and

WHEREAS, the City, in preparation of the Environmentally Critical Areas regulatory amendments for Ordinance O2013-350, considered those adopted goals, policies and requirements in development of the proposed Sammamish Municipal Code Amendments related to critical areas, and, has considered other state requirements, laws, rules, guidelines, and agency comments; and

WHEREAS, the City, in preparation of the Environmentally Critical Areas regulatory amendments for Ordinance O2013-350, researched and assessed the experience of other jurisdictions in regard to standards and requirements for regulating critical areas, undertook an extensive Best Available Science (BAS) review and public process in accordance with the requirements of the GMA, developed Sammamish Municipal Code amendment drafts, prepared

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environmental documents in accordance with the requirements of the State Environmental Policy Act (SEPA), and held meetings and hearings throughout the code development process; and

WHEREAS, the City, in preparation of the Environmentally Critical Areas regulatory amendments for Ordinance O2013-350, has received feedback on draft work products and guidance from members of the public, City staff, the Washington State Department of Fish and Wildlife, the Washington State Department of Ecology, other stakeholders and experts, the Sammamish Planning Commission, and elected and appointed officials during the development of the recommended code amendments; and

WHEREAS, in preparation of the Environmentally Critical Areas regulatory amendments for Ordinance O2013-350, the City has followed the GMA's requirements, including to provide "early and continuous public involvement" through a variety of mechanisms described in the public record; and

WHEREAS, the City, in preparation of the Environmentally Critical Areas regulatory amendments for Ordinance O2013-350, has followed the State guidelines for the BAS process required by RCW 36.70A.172 and WAC 365-195-900 through 925, employing a variety of mechanisms described in the public record; and

WHEREAS, in preparation of the Environmentally Critical Areas regulatory amendments for Ordinance O2013-350, a notice of intent to adopt the proposed code amendments was sent to the State of Washington Department of Commerce and to other State agencies on March 14, 2013 for a 60-day review and comment period in accordance with State law; and

WHEREAS, in preparation of the Environmentally Critical Areas regulatory amendments for Ordinance O2013-350, an environmental review has been conducted in accordance with the requirements of State Environmental Policy Act (SEPA), and a SEPA threshold determination was issued, and published on May 20, 2013, in the Seattle Times; and

WHEREAS, in preparation of the Environmentally Critical Areas regulatory amendments for Ordinance O2013-350, the Planning Commission held a total of 22 public meetings to consider the proposed amendments, which included three open house public meetings, two joint meetings with the City Council on December 1, 2011 and May 8, 2012, and a public hearing beginning on November 8, 2012 and continuing through November 15, 2012, and deliberations on December 6, December 13, 2012, January 17, and January 24, 2013; and

WHEREAS, the Planning Commission provided a recommendation to the City Council supporting the Environmentally Critical Areas regulatory amendments adopted into Ordinance O2013-350; and

WHEREAS, prior to the adoption of the Environmentally Critical Areas regulatory amendments for Ordinance O2013-350, the City Council held five study sessions on the proposed amendments on March 5, March 12, March 18, April 2, and April 15, 2013, public hearings on May 7, May 20, and June 4, 2013, and deliberated on June 4, June 11, July 2, and July 15, 2013; and

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WHEREAS, the City Council has considered the recommendation of the City Planning Commission and the public comments received; and

WHEREAS, the City Council has reviewed and considered a variety of information sources including Best Available Science materials, informational documents in the public record, and public testimony submitted verbally and in writing to the Planning Commission and to the City Council; and

WHEREAS, based upon the foregoing process, the City Council has made the following Findings of Facts and Conclusions:

1. The Growth Management Act requires critical areas to be designated and protected and for cities to include and be informed by BAS when developing critical areas regulations. RCW 36.70A.

2. Critical areas include wetlands, fish and wildlife habitat conservation areas, geologically hazardous areas, critical aquifer recharge areas, and frequently flooded areas.

3. The City of Sammamish has within its borders a variety of environmentally sensitive areas that require protection of important functions and values.

4. The proposed regulations for critical areas are sufficient and appropriate to protect the functions and values of those areas consistent with the Sammamish Comprehensive Plan and Growth Management Act.

5. The amendments hereafter set forth address requirements related to development in and near environmentally critical areas including environmentally critical areas buffers, performance standards, mitigation requirements, exemptions and exceptions.

6. The amendments serve to further implement the Comprehensive Plan, and provide protection for critical areas that is consistent with BAS and with providing options and development flexibility, and are in the public interest.

7. The critical areas regulations continue to allow for reasonable use of property to ensure that such regulations do not infringe on constitutional private property rights.

8. The public record demonstrates that the amendments were developed through a review of the BAS literature available to the City for review and consideration.

9. The City has followed the GMA's requirements for public involvement and for including and considering BAS in modification of the regulations for critical areas.

10. The public testimony provided to the City included both support for the proposed amendments and suggestions for modifications.

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11. Based on the review of the testimony and public record, the amendments attached to this ordinance reflect the City's requirement to protect critical areas and to consider the planning goals of the GMA, while recognizing public and private interests.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Adoption of amendments to Sammamish Municipal Code 21A.50 - Environmentally Critical Area Regulations, 21A.15 - Technical Terms and Land Use Definitions, 25.01 – Introduction, 25.02 – Definitions, 25.08 – Permit Criteria and Administrative Standards. The amendments to the Sammamish Municipal Code as set forth in Attachment "A" to this ordinance are hereby adopted.

Section 2. Codification of the regulations. The City Council authorizes the Community Development Director and City Clerk to correct errors in Attachment A, codify the regulatory provisions of the amendment to into Title 21A and Title 25 of the Sammamish Municipal Code, and publish the amended code.

Section 3. Interpretation. The City Council authorizes the Community Development Director to adopt administrative rules, adopt interpretations and administer the amended code as necessary to implement the legislative intent of the City Council.

Section 4. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 5. Effective Date. This ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE _____DAY OF _____, 2016

CITY OF SAMMAMISH

_____
Mayor Donald J. Gerend

ATTEST/AUTHENTICATED:

_____
Melonie Anderson, City Clerk

DRAFT

Approved as to form:

_____
Michael R. Kenyon, City Attorney

Filed with the City Clerk:	April 27, 2016
Public Hearing:	May 3, 2016
First Reading:	May 3, 2016
Public Hearing:	
Second Reading:	
Passed by the City Council:	
Ordinance No.	
Date of Publication:	

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Exhibit 1

Attachment A

Department of Ecology – Compiled Summary of Sammamish

Sammamish City Council

Amendments to the Shoreline Master Program

"Plain Text" is existing code language

"~~Strikethrough Text~~" is existing language that the City Council has deleted

"Underline Text" is code language that that the City Council has added

Attachment A

Sections:

21A.50.010 Purpose.
21A.50.020 Applicability.
21A.50.030 Appeals.
21A.50.040 Critical areas rules.
21A.50.045 Fees.
~~*21A.50.050*~~ *[Section not part of approved SMP]*
~~*21A.50.060*~~ *[Section not part of approved SMP]*
~~*21A.50.070*~~ *[Section not part of approved SMP]*
21A.50.080 *Repealed.*
21A.50.090 Critical area maps and inventories.
21A.50.100 Disclosure by applicant.
21A.50.110 Critical area review.
21A.50.120 Critical areas study requirement.
21A.50.130 Contents of critical areas study.
21A.50.135 Avoiding impacts to critical areas.
21A.50.140 Mitigation, maintenance, monitoring and contingency.
21A.50.145 Mitigation plan requirements.
21A.50.150 Financial guarantees.
21A.50.160 Vegetation management plan.
21A.50.170 Critical area markers, signs and fencing.
21A.50.180 Notice on title.
21A.50.190 Critical area tracts and designations on site plans.
21A.50.200 *Recodified.*
21A.50.210 Building setbacks.
21A.50.220 Erosion hazard areas – Development standards and permitted alterations.
21A.50.225 Erosion hazards near sensitive water bodies – Special district overlay.
21A.50.230 Frequently flooded areas.
21A.50.240 *Repealed.*
21A.50.250 *Repealed.*
21A.50.260 Landslide hazard areas – Development standards and permitted alterations.
21A.50.270 Seismic hazard areas – Development standards and permitted alterations.
21A.50.280 Critical aquifer recharge areas – Development standards.
21A.50.290 Wetlands – Development standards.
21A.50.300 Wetlands – Permitted alterations.
21A.50.310 Wetlands – Mitigation requirements.
21A.50.315 Wetlands – Mitigation banking.
21A.50.320 Wetlands – Limited exemption.
21A.50.322 Wetland management area – Special district overlay.
21A.50.325 Fish and wildlife habitat conservation areas – Development standards.
21A.50.327 Wildlife habitat corridors.
21A.50.330 Streams – Development standards.
21A.50.340 Streams – Permitted alterations.

21A.50.350 Streams – Mitigation requirements.
21A.50.351 Ponds – Development standards.
21A.50.352 *Repealed*.
21A.50.355 Lake management areas – Special district overlay.
21A.50.360 Critical areas mitigation fee – Creation of fund.
21A.50.370 Critical areas mitigation fee – Source of funds.
21A.50.380 Critical areas mitigation fee – Use of funds.
21A.50.390 Critical areas mitigation fee – Investment of funds.
~~21A.50.400~~ *[Section not part of approved SMP]*

21A.50.010 Purpose.

The purpose of this chapter is to implement the goals and policies of the Washington State Growth Management Act, Chapter 36.70A and 36.70B RCW, the State Environmental Policy Act, Chapter 43.21C RCW, and the City of Sammamish comprehensive plan as amended, that call for protection of the functions and values of the natural environment and the public health and safety by:

(1) Establishing development standards to protect defined critical areas;

(2) Protecting members of the public and public resources and facilities from injury, loss of life, property damage or financial loss due to flooding, erosion, landslides, seismic events, soil subsidence or steep slope failures;

(3) Protecting unique, fragile, and valuable elements of the environment including, but not limited to, wildlife and its habitat;

(4) Requiring mitigation of unavoidable impacts on environmentally critical areas by regulating alterations in or near critical areas;

(5) Preventing cumulative adverse environmental impacts on water availability, water quality, groundwater, wetlands, and streams;

(6) Measuring the quantity and quality of wetland and stream resources and preventing overall net loss of wetland and stream functions and values;

(7) Protecting the public trust as to navigable waters and aquatic resources;

(8) Meeting the requirements of the National Flood Insurance Program and maintaining the City as an eligible community for federal flood insurance benefits;

(9) Alerting members of the public including, but not limited to, appraisers, owners, potential buyers or lessees to the development limitations of critical areas;

(10) Establishing special district overlays with alternative development standards for increasing minimum requirements to address unique site characteristics in areas of increased sensitivity;

(11) Providing City officials with sufficient information to protect critical areas; and

(12) Providing the public with a clear review and approval process for the development of sites constrained by critical areas. (Ord. O2005-193 § 1; Ord. O2005-172 § 4; Ord. O99-29 § 1)

21A.50.020 Applicability.

(1) The provisions of this chapter shall apply to all land uses in the City of Sammamish, and all persons within the City shall comply with the requirements of this chapter.

(2) The City shall not approve any ~~permit~~ development proposal or otherwise issue any authorization to alter the condition of any land, water or vegetation or to construct or alter any structure or improvement without first assuring compliance with the requirements of this chapter.

(3) Approval of a development proposal pursuant to the provisions of this chapter does not discharge the obligation of the applicant to comply with the provisions of this chapter.

(4) When any provision of any other chapter of the Sammamish Municipal Code conflicts with this chapter or when the provisions of this chapter are in conflict, that provision that provides more protection to environmentally critical areas shall apply unless specifically provided otherwise in this chapter or unless such provision conflicts with federal or state laws or regulations.

(5) The provisions of this chapter shall apply to all forest practices over which the City has jurisdiction pursuant to Chapter 76.09 RCW and WAC Title 222. (Ord. O2005-193 § 1; Ord. O99-29 § 1)

21A.50.030 Appeals.

Any decision to approve, condition or deny a development proposal based on the requirements of this chapter may be appealed according to and as part of the appeal procedure for the permit or approval involved. (Ord. O2005-193 § 1; Ord. O99-29 § 1)

21A.50.040 Critical areas rules.

Applicable departments within the City are authorized to adopt, pursuant to Chapter 2.55 SMC, such administrative rules and regulations as are necessary and appropriate to implement this chapter and to prepare and require the use of such forms as are necessary to its administration. (Ord. O2005-193 § 1; Ord. O99-29 § 1)

21A.50.045 Fees.

(1) Consistent with the City's adopted fee schedule, the City shall establish fees for the application filing, review and other services provided by the City for critical areas review. Basis for these fees shall include, but not be limited to, the cost of engineering and planning review time, cost of inspection time, costs for administration, costs for third-party peer review, and any other special costs attributable to the critical areas review process.

(2) Unless otherwise indicated in this title, the applicant shall be responsible for the initiation, preparation, submission, and expense of all required reports, assessments, studies, plans, reconnaissances, or other work prepared in support of or necessary to review the application. (Ord. O2005-193 § 1)

*[**Note:** Environmental Critical Area provisions **21A.50.050 (Complete exemptions)** are not included, as these provisions are not part of the approved SMP, pursuant to section 25.01.070] No amendment is currently proposed to section 25.01.070.*

*[**Note:** Environmental Critical Area provisions **21A.50.060 (Partial exceptions – Critical areas)** are not included, as these provisions are not part of the approved SMP, pursuant to section 25.01.070]. Please reference amendments to section 25.08.100.*

*[**Note:** Environmental Critical Area provisions **21A.50.070 (Exceptions)** are not included, as these provisions are not part of the approved SMP, pursuant to section 25.01.070]. No amendment is currently proposed to section 25.01.070.*

21A.50.080 Modification or waiver of sensitive area requirements – Urban lots.
Repealed by Ord. O2005-193. (Ord. O99-29 § 1)

21A.50.090 Critical area maps and inventories.
Not all of the critical areas in the City of Sammamish are fully mapped. Field verification and, if appropriate, evaluation and mapping by a qualified professional of the location of critical areas will be required. The distribution of many environmentally critical areas in the City of Sammamish is displayed in the City's critical areas map folio, as amended. Additionally, the following maps are referenced and/or maintained by the City:

(a) ~~Additionally, m~~Many of the wetlands located within the City's boundaries are inventoried in the King County wetlands inventory notebooks.

(b) ~~Many f~~Flood hazard areas are mapped by the Federal Insurance Administration in a scientific and engineering report entitled "The Flood Insurance Study for King County."

(c) The wetland management, erosion hazard near sensitive water bodies, critical aquifer recharge area, and lake management special overlay districts are designated on maps maintained by the City of Sammamish D~~d~~epartment of C~~c~~ommunity D~~d~~evelopment.

All maps are deemed advisory with the exception of the Critical Aquifer Recharge Area, Flood Insurance Study for King County, Wetland Management Area and Erosion Hazard Near Sensitive Water Bodies overlay maps. If there is a conflict among the advisory maps, inventory and/or site-specific features, the D~~d~~epartment of C~~c~~ommunity D~~d~~evelopment shall verify the actual presence or absence of the features defined in this title as environmentally critical areas. The determination may be challenged by the property owner pursuant to SMC 21A.05. ~~(Ord. O2005-193 § 1; Ord. O99-29 § 1)~~

21A.50.100 Disclosure by applicant.
(1) The applicant shall disclose to the City the presence of critical areas on the development proposal site and any mapped or identifiable critical areas within the distance equal to the largest potential required buffer applicable to the development proposal area on the applicant's property.

(2) If the development proposal site contains or is within a critical area or buffer, the applicant shall submit an affidavit that declares whether the applicant has knowledge of any illegal alteration to any or all critical

areas or their buffers on the development proposal site and whether the applicant previously has been found in violation of this chapter, pursuant to SMC Title 23. If the applicant previously has been found in violation, the applicant shall declare whether such violation has been corrected to the satisfaction of the City. (Ord. O2005-193 § 1; Ord. O99-29 § 1)

21A.50.110 Critical area review.

(1) The City shall perform a critical area review prior to issuing any approval for a development proposal permit application or other request for permission to proceed with an alteration on a site that includes a critical area or is within an identified critical area buffer or building setback area.

(2) As part of the critical area review, the City shall:

(a) Confirm whether critical areas or buffers have been mapped or identified within the distance equal to the largest potential required buffer applicable to the development proposal area;

(b) Confirm the nature and type of the critical area;

(c) Determine whether a critical areas study is required;

(d) Evaluate the critical areas study and require third party review, if necessary; and~~;~~

(e) Determine whether the development proposal is consistent with this chapter;

(f) Determine whether any proposed alteration to the critical area is necessary; and

(g) Determine if the mitigation and monitoring plans and bonding measures proposed by the applicant are sufficient to protect the public health, safety, and welfare, consistent with the goals, purposes, objectives, and requirements of this chapter. (Ord. O2005-193 § 1; Ord. O99-29 § 1)

21A.50.120 Critical areas study requirement.

(1) An applicant for a development proposal where impacts to, or alteration of an environmentally critical area ~~landslide hazard area, wetland, stream, or fish and wildlife habitat conservation area~~ or modification or reduction of a buffer associated with an environmentally critical area is proposed or may occur as a consequence of proposed actions, shall submit a critical areas study at a level determined by the director to adequately evaluate the proposal and probable impacts. ~~A critical areas study shall also be required for a development proposal located in erosion and seismic hazard areas, critical aquifer recharge areas, and frequently flooded areas, consistent with the requirements of this chapter, as determined by the director~~.

(2) The director may waive or modify the requirement for a critical areas study if the applicant shows, to the director's satisfaction, that:

(a) There will be no alteration of the critical area or buffer;

(b) The development proposal will not have an impact on the critical area in a manner contrary to the goals, purposes, objectives, and requirements of this chapter; and

(c) The minimum standards required by this chapter are met; or

(d) Critical areas are located off-site and access to applicable off-site property is restricted.

(3) If the development proposal will affect only a part of the development proposal site, the department may limit the scope of the required critical areas study to include only that area that is affected by the development proposal.

(4) If necessary to ensure compliance with this chapter, the director may require additional information from the applicant, separate from the critical areas study.

(5) A development proposal may be allowed to utilize past studies from neighboring properties, if confirmed that the study findings remain accurate and applicable to proposed development. (Ord. O2005-193 § 1; Ord. O99-29 § 1)

21A.50.130 Contents of critical areas study.

(1) The critical areas study shall be in the form of a written report prepared by a qualified professional using guidance based on best available science per RCW 36.70A -and shall contain the following, as determined to be applicable by the director:

(a) The applicant shall disclose to the City the presence of critical areas on the development proposal site and any mapped or identifiable critical areas within the distance equal to the largest potential required buffer applicable to the development proposal area on the applicant's property~~Identification and characterization of all critical areas and buffers within the distance equal to the largest potential required buffer that can be reasonably ascertained from the subject property~~;

(b) Assessment of the impacts or risks ~~of any alteration proposed for~~to an environmentally critical area or buffer;~~,~~

(i) Related to the development proposal and associated alterations to the subject property; ~~assessment of the impacts of any alteration on the development proposal,~~; and

(ii) Affecting other properties and any environmentally critical areas or buffers located on them~~other properties and the environment,~~. ~~and/or assessment of the impacts to the development proposal resulting from development near the critical area or buffer;~~

(c) A description of efforts made to apply mitigation sequencing pursuant to SMC 21A.50.135 to avoid, minimize and mitigate impacts to environmentally critical areas;

(d) Studies that propose adequate mitigation, maintenance, monitoring, and contingency plans and bonding measures as necessary to offset impacts to the critical area from the development proposal;

(e) A scale map of the development proposal site;

(f) Photographic records of the site before the proposed alteration occurs;

(~~f~~g) Detailed studies, as required by this chapter, for individual critical areas or as otherwise deemed necessary for critical areas protection by the director;

(~~g~~h) Assessment of potential impacts that may occur downstream or downhill from the development site, such as sedimentation or erosion, where applicable;

(~~h~~i) Assessment of potential impacts to wetland management areas, lake management areas, and other areas designated for special protection, where applicable; and

(~~i~~j) Consideration of the protection recommendations of the East Lake Sammamish Basin and Nonpoint Action Plan (1994), the Lake Washington/Cedar/Sammamish Watershed Chinook Salmon Conservation Plan – WRIA 8 Steering Committee, and adopted sub-basin plans.

(2) A critical areas study may be combined with any studies required by other laws and regulations.

~~(3) If the development proposal will affect only a part of the development proposal site, the director may limit the scope of the required critical areas study to include only that part of the site that may be affected by the development. (Ord. O2005-193 § 1; Ord. O99-29 § 1)~~

21A.50.135 Avoiding impacts to critical areas.

(1) Except as otherwise provided in SMC 21A.50.060, ~~A~~an applicant for a development proposal, activity, or alteration shall document the consideration of and subsequently shall implement the following sequential measures, which appear in order of preference, to avoid, minimize, and mitigate impacts to environmentally critical areas and associated buffers:

(a) Avoiding the impact or hazard by not taking a certain action, or redesigning the proposal to eliminate the impact. The applicant shall consider reasonable, affirmative steps and make best efforts to avoid critical area impacts. However, avoidance shall not be construed to mean mandatory withdrawal or denial of the development proposal or activity if the proposal or activity is an allowed, permitted, conditional, or special use in the SMC. In determining the extent to which the proposal should be redesigned to avoid the impact, the department may consider the purpose, effectiveness, engineering feasibility, commercial availability of technology, best management practices, safety and cost of the proposal and identified modifications to the proposal.

The department may also consider the extent to which the avoidance of one type or location of an environmentally critical area could require or lead to impacts to other types or locations of nearby or adjacent environmentally critical areas. The department should seek to avoid, minimize and mitigate overall impacts based on the functions and values of all of the relevant environmentally critical areas and based on the recommendations of a critical areas study. If impacts cannot be avoided through redesign, or because of site conditions or project requirements, the applicant shall then proceed with the sequence of steps in subsection (1)(b) through (g) of this section.

(b) Minimizing the impact or hazard by limiting the degree or magnitude of the action or impact with appropriate technology or by changing the timing of the action.

(c) Restoring the impacted critical areas by repairing, rehabilitating or restoring the affected critical area or its buffer.

(d) Minimizing or eliminating the hazard by restoring or stabilizing the hazard area through plantings, engineering or other methods.

(e) Reducing or eliminating the impact or hazard over time by preservation or maintenance operations during the life of the development proposal, activity or alteration.

(f) Compensating for the adverse impact by enhancing critical areas and their buffers or creating substitute critical areas and their buffers as required in the SMC.

(g) Monitoring the impact, hazard or success of required mitigation and taking remedial action based upon findings over time.

(2) In addition to the above steps, the specific development standards, permitted alteration requirements, and mitigation requirements of this chapter and elsewhere in the SMC apply.

(3) The department shall document the decision-making process used under this section as a part of the critical areas review conducted pursuant to SMC 21A.50.110. (Ord. O2005-193 § 1)

21A.50.140 Mitigation, maintenance, monitoring and contingency.

(1) When mitigation is required by this chapter to compensate for adverse impacts, unless otherwise provided, mitigation, maintenance, monitoring measures and contingency plans shall be in place to protect critical areas and buffers from alterations occurring on the development proposal site.

(2) Where monitoring reveals a significant deviation from predicted impacts or a failure of mitigation or maintenance measures, the applicant shall be responsible for appropriate corrective action which, when approved, shall be subject to further monitoring.

(3) Mitigation shall be in-kind and on-site where on-site mitigation is feasible, sufficient to maintain critical area and buffer functions, and where applicable to prevent risk from a hazard posed by a critical area.

(4) The city may approve off-site mitigation if an applicant demonstrates that:

(a) It is not feasible to mitigate on the development proposal site; and

(b) The off-site mitigation will achieve equivalent or greater hydrological, water quality and wetland or aquatic area habitat functions.

(5) When off-site mitigation is authorized, the city shall give priority to locations in the following order of preference:

(a) Within the same drainage subbasin;

(b) Within the city limits;

(c) Within the Sammamish service area boundaries of an approved fee-in-lieu mitigation program;

(d) Within the Sammamish service area boundaries of an approved mitigation bank program.

(64) Mitigation shall not be implemented until after the City of Sammamish approves the applicable critical areas study, mitigation plan and any required permits. Following City approval, mitigation shall be implemented in accordance with the provisions of the approved critical areas study and mitigation plan. (Ord. O2005-193 § 1; Ord. O99-29 § 1)

21A.50.145 Mitigation plan requirements.

When mitigation is required, the applicant shall submit, for approval by the City of Sammamish, a mitigation plan as part of, or in addition to, the critical areas study. The mitigation plan shall include, or be accompanied by a report with, the following information, as determined to be applicable by the director:

(1) Existing Conditions and Proposed Impacts. A description of existing critical area(s) and/or buffer(s) conditions, functions, and values and a description of the anticipated impacts;

(2) Proposed Mitigation. A description of proposed mitigating actions and mitigation site selection criteria;

(3) Environmental Goals and Objectives. A description of the goals and objectives of proposed mitigation. The goals and objectives shall be related to the functions and values of the impacted critical area(s) and/or buffer(s);

(4) Best Available Science. A review of the best available science supporting proposed mitigation, a description of the plan/report author's experience to date in restoring or creating the type of critical area proposed, and an analysis of the likelihood of success of the mitigation project;

(5) Performance Standards. A description of specific measurable criteria for evaluating whether or not the goals and objectives of the mitigation plan have been successfully attained and whether or not the requirements of this chapter have been met;

(6) Detailed Construction Plans. Detailed site diagrams, cross-sectional drawings, topographic elevations at one- or two-foot contours, slope percentage, final grade elevations, and any other drawings appropriate to show construction techniques or anticipated final outcome. In addition, plans should include specifications and descriptions of:

(a) Proposed construction sequence, timing, and duration;

(b) Grading and excavation details;

(c) Erosion and sediment control features;

(d) A planting plan specifying plant species, quantities, locations, size, spacing, and density; and

(e) Measures to protect and maintain plants until established;

(7) Monitoring Program. Mitigation plans shall include a program for monitoring construction of the compensation project, and for assessing a completed project. A protocol shall be included that outlines the schedule for site monitoring and how the monitoring data will be evaluated to determine if the performance standards are being met. A monitoring report shall be submitted as needed to document milestones, successes, problems, and contingency actions of the compensation project. The compensation project shall be monitored for a period necessary to establish that performance standards have been met. The monitoring period shall be five years; provided, that the director may approve a greater period when needed to ensure mitigation success or a lesser period for minor mitigation; ~~and~~

(8) Contingency Plan. The mitigation plan shall include identification of potential courses of action, and any corrective measures to be taken if monitoring or evaluation indicates project performance standards are not being met~~.~~ (Ord. O2005-193 § 1; Ord. O2005-172 § 4); and

(9) Fee in lieu program. If fee-in lieu mitigation is proposed, a critical areas study shall be supplied that demonstrates how proposed impacts and mitigation meet the requirements of SMC 21A.50.140 and 21A.50.310 or 21A.50.350, whichever is applicable, and also the specific requirements of the fee-in-lieu mitigation program to be utilized.

21A.50.150 Financial guarantees.
Financial guarantees shall be required consistent with the provisions of SMC Title 27A. (Ord. O2005-193 § 1; Ord. O99-29 § 1)

21A.50.160 Vegetation management plan.
(1) For all development proposals where preservation of existing vegetation is required by this chapter, a vegetation management plan shall be submitted and approved prior to issuance of the permit or other request for permission to proceed with an alteration.

(2) The vegetation management plan shall identify the proposed clearing limits for the project and any areas where vegetation in a critical area or its buffer is proposed to be disturbed.

(3) Where clearing includes cutting any merchantable stand of timber, as defined in WAC 222-16-010(28), the vegetation management plan shall include a description of proposed logging practices that demonstrates how all critical areas will be protected in accordance with the provisions of this chapter.

(4) Clearing limits as shown on the plan shall be marked in the field in a prominent and durable manner. Proposed methods of field marking shall be reviewed and approved by the City prior to any site alteration. Field marking shall remain in place until the certificate of occupancy or final project approval is granted.

(5) The vegetation management plan may be incorporated into a temporary erosion and sediment control plan or landscaping plan where either of these plans is required by other laws or regulations.

(6) Submittal requirements for vegetation management plans shall be set forth by the department. (Ord. O2005-193 § 1; Ord. O99-29 § 1)

Attachment A

21A.50.170 Critical area markers, signs and fencing.

(1) Markers. Permanent survey stakes delineating the boundary between adjoining property and critical area tracts shall be set, using markers capable of being magnetically located and as established by current survey standards.

(2) Signs. Development proposals approved by the city shall require that ~~T~~the boundary between a critical area buffer ~~tract~~ and contiguous land shall be identified with permanent signs. Permanent signs shall be a City-approved type designed for high durability. Signs must be posted at an interval of one per lot or every 50 feet, whichever is less, and must be maintained by the property owner or homeowners' association in perpetuity. The wording, number and placement of the signs ~~shall~~ may be ~~as at specified by~~ modified by the director based on specific site conditions.

(3) Fencing. ~~The director may require fencing to protect the functions of a critical area. If found to be necessary, permanent~~ Permanent fencing shall be required at the outer edge of the critical area ~~or~~ buffer under the following circumstances:

(a) As part of any development proposal~~s~~ for:

(i) Plats;

(ii) Short plats;

(iii) Parks;

(iv) Other development proposals, including but not limited to multifamily, mixed use, and commercial development where the Director determines that such fencing is necessary to protect the functions of the critical area.

(b) When buffer reductions are employed as part of a development proposal;

(c) When buffer averaging is employed as part of a development proposal; and

(d) At the director's discretion to protect the values and functions of a critical area.

~~.~~Fencing installed in accordance with this section shall be designed to not interfere with fish and wildlife migration and shall be constructed in a manner that minimizes critical areas impacts. (Ord. O2005-193 § 1; Ord. O99-29 § 1)

21A.50.180 Notice on title.

(1) The owner of any property containing critical areas or buffers on which a development proposal is submitted or any property on which mitigation is established as a result of development, except a public right-of-way or the site of a permanent public facility, shall file a notice approved by the City with the records and elections division of King County. The required contents and form of the notice shall be determined by the director. The notice shall inform the public of the presence of critical areas, buffers or mitigation sites on the property, of the application of this chapter to the property and that limitations on actions in or affecting such critical areas or buffers may exist. The notice shall run with the land.

(2) The applicant shall submit proof that the notice has been filed for public record before the City shall approve any development proposal for the property or, in the case of subdivisions, short subdivisions and binding site plans, at or before recording. (Ord. O2005-193 § 1; Ord. O99-29 § 1)

21A.50.190 Critical area tracts and designations on site plans.

(1) Critical area tracts shall be used to delineate and protect those critical areas and buffers listed below in development proposals for subdivisions, short subdivisions, or binding site plans and shall be recorded on all documents of title of record for all affected lots:

(a) All landslide hazard areas and buffers that are one acre or greater in size;

(b) All wetlands and buffers;

(c) All streams and buffers; and

(d) All fish and wildlife habitat conservation areas and buffers.

(2) Any required critical area tract shall be held in an undivided interest by each owner of a building lot within the development with this ownership interest passing with the ownership of the lot or shall be held by an incorporated homeowners' association or other legal entity which assures the ownership, maintenance, and protection of the tract, or dedicated to the City of Sammamish, at the City's discretion.

(3) Site plans submitted as part of development proposals for building permits, master plan developments, and clearing and grading permits shall include and delineate all flood hazard areas (if they have been mapped by FEMA ~~or King County~~ or if a critical areas study is required), landslide hazard areas, streams and wetlands, buffers, and building setbacks. If only a part of the development site has been mapped pursuant to SMC 21A.50.130(3), the part of the site that has not been mapped shall be clearly identified and labeled on the site plans. The site plans shall be attached to the notice on title required by SMC 21A.50.180. (Ord. O2005-193 § 1; Ord. O99-29 § 1)

21A.50.200 Alteration.

Recodified to SMC 21A.15.056 by Ord. O2005-172. (Ord. O99-29 § 1)

21A.50.210 Building setbacks.

Unless otherwise provided, buildings and other structures shall be set back a distance of 15 feet from the edges of a critical area buffer. The following may be allowed in the building setback area:

(1) Landscaping;

(2) Uncovered decks, less than 18 inches above grade;

(3) Building overhangs if such overhangs do not extend more than 18 inches into the setback area;

(4) Impervious ground surfaces, such as driveways and patios; provided, that such improvements may be subject to special drainage provisions adopted for the various critical areas; and

(5) Trails. (Ord. O2009-264 § 1 (Att. A); Ord. O2005-193 § 1; Ord. O2005-172 § 4; Ord. O99-29 § 1)

21A.50.220 Erosion hazard areas – Development standards and permitted alterations.

(1) Land clearing, grading, filling, and foundation work in an erosion hazard area is allowed only from May 1st to September 30th, except that:

(a) Construction outside of this seasonal development limitation may be authorized if the director determines that the hazard area will not be adversely impacted by the proposed construction work or the applicant demonstrates that erosion hazards will be fully mitigated through a temporary erosion and sediment control management plan that includes:

(i) The minimum requirements from the adopted Surface Water Design Manual and Title 13 Surface Water Management:

(A) Provisions to store site construction runoff and treat runoff sufficiently to meet water quality standards prior to discharge;

(B) Daily and post-storm inspections of temporary erosion and sediment control best management practices;

(C) Establishment of a manager, who is a Certified Erosion and Sediment Control Lead (CESCL) in the State of Washington, and will be available on-call to respond to temporary erosion and sediment control non-compliance;

(D) A water-quality monitoring plan for site discharges, where the applicant is responsible for measuring turbidity of stormwater released from the~~.~~ site and maintaining records of monitoring data that shall be available upon request by the City or Ecology. Monitoring protocols shall conform to the monitoring requirements of the construction stormwater general permit;

(E) A Contingency Plan incorporated into the temporary erosion and sediment control plan that identifies corrective actions and BMPs that will be implemented if monitoring shows discharge water quality exceeds water quality standards, and that specifies materials to be stockpiled on site for use in an erosion and sediment control response;

(F) A Seasonal Suspension Plan for suspending work until the end of the rainy season if temporary erosion and sediment control measures are found to be inadequate;

(ii) Pre-design site inspection by a licensed engineer or geologist to identify erosion hazard areas, no-disturbance areas, other environmentally critical areas, and resources downstream of the site that are to be protected;

(iii) Construction stormwater systems and temporary erosion and sediment control best management practices are to be sized for a minimum of a 10-year storm interval;~~.~~

(iv) The owner must provide a financial guarantee in accordance with SMC 27A.15, ~~specifically~~ and in an amount sufficient to cover all costs of implementing the approved temporary erosion and sediment control plan, monitoring site discharges, permanently

stabilizing the site, and restoring any off-site impacts, including materials, labor, and City costs, and include a mechanism allowing the City to ~~be~~ use~~d~~ the financial guarantee if the development is stalled or not completed;

(v) Preparation and implementation of site grading, stabilization, and restoration plans by a licensed engineer, with certification by a geotechnical engineer that these plans are sufficient to prevent erosion and sedimentation of susceptible soils; and

(vi) Preparation of a vegetation m~~M~~anagement ~~P~~plan by a qualified professional for establishment of permanent vegetation on the site following completion of clearing and grading work.

(b) In addition to the requirements of 21A.50.220(1)(a), ~~T~~the director may require ~~a critical areas~~additional studies~~y~~ of the site hydrology, soils and stormwater retention, and may also require~~,~~ grading, structural improvements, ~~hydrology, soils and storm water retention studies,~~ erosion control measures, restoration plans, and/or an indemnification/release agreement.

(c) Timber harvest may be allowed pursuant to an approved forest practice Type II and III permit issued by the Washington Department of Natural Resources.

(d) Construction activity associated with subdivisions, short subdivisions, and similar projects that drain to Lake Sammamish during the wet season shall provide water quality monitoring reports to the city consistent with SMC 21A.50.225(5)(g), and shall include monitoring of water temperature.

(e~~d~~) The director may halt wet season construction as necessary to protect the hazard area and/or to prevent downstream impacts.

(2) All development proposals on sites containing erosion hazard areas shall include a temporary erosion and sediment control plan as specified in subsection (1)(a) above consistent with this section and other laws and regulations prior to receiving approval. Specific requirements for such plans shall be set forth in the adopted surface water design manual and Title 13 Surface Water Management, or as otherwise specified by the department.

(3) All subdivisions, short subdivisions, or binding site plans on sites with erosion hazard areas shall comply with the following additional requirements:

(a) Except as provided in this section, existing vegetation shall be retained on all lots until building permits are approved for development on individual lots;

(b) If any vegetation on the lots is damaged or removed during construction of the subdivision infrastructure, the applicant shall be required to submit a restoration plan to the department for review and approval. Following approval, the applicant shall be required to implement the plan;

(c) Clearing of vegetation on lots will not be allowed unless the City determines that:

(i) Such clearing is a necessary part of a large-scale grading plan;

(ii) It is not a reasonable alternative to perform such grading on an individual lot basis; and

(iii) Drainage from the graded area will meet water quality standards to be established by the adopted surface water design manual and Title 13 Surface Water Management.

(4) Where the City determines that erosion from a development site poses a significant risk of damage to downstream receiving waters, based either on the size of the project, the proximity to the receiving water or the sensitivity of the receiving water, the applicant shall be required to provide regular monitoring of surface water discharge from the site as required by the adopted Surface Water Design Manual and City of Sammamish Addendum ~~(2009)~~. If the project does not meet the applicable provisions of the adopted water quality standards as established by law, the City may suspend further development work on the site until such standards are met.

(5) The use of hazardous substances, pesticides, and fertilizers in erosion hazard areas may be prohibited by the City. (Ord. O2005-193 § 1; Ord. O99-29 § 1)

21A.50.225 Erosion hazards near sensitive water bodies ~~– Special district~~ overlay.

(1) The purpose of the erosion hazards near sensitive water bodies ~~special~~ overlay ~~district~~ is to provide a means to designate sloped areas posing erosion hazards that drain directly to lakes or streams of high resource value that are particularly sensitive to the impacts of increased erosion and the resulting sediment loads from development.

(2) General development standards. The following development standards shall be applied to all properties within the erosion hazard near sensitive water body overlay:

(a) The one (1) acre exemption in the Storm Water Design Manual Addendum shall not apply within the erosion hazards near sensitive water body overlay.

(b) If the application of this section would deny all reasonable use of property, the applicant may apply for a reasonable use exception pursuant to SMC 21A.50.070(2).

(c) The director may modify the property-specific development standards required by this section when a critical areas study is conducted by the applicant and approved by the director which demonstrates that the proposed development substantially improves water quality by showing all of the following:

(i) Water quality on site is improved through site enhancements and/or other innovative management techniques;

(ii) The development project will not subject downstream channels to increased risk of landslide or erosion; and

(iii) The development project will not subject the nearest sensitive water body to additional hazards resulting from erosion ~~hazards~~.

~~The department of community development shall maintain a map of the boundaries of the erosion hazard near sensitive water bodies overlay district.~~

(3) No-disturbance area development standards. The following development standards shall be applied, in addition to all applicable requirements of this chapter, to development proposals located within the no-disturbance area ~~erosion hazards near a sensitive water bodies special district overlay~~:

~~(a) A no-disturbance area shall be established on the sloped portion of the special district overlay to prevent damage from erosion. The upslope boundary of the no-disturbance area lies at the first obvious break in slope from the upland plateau over onto the steep valley walls. The downslope boundary of the no-disturbance area is the extent of those areas designated as erosion or landslide hazard areas. The department shall maintain maps of the approximate location of the no-disturbance areas, which shall be subject to field verification for new development proposals.~~

(a~~b~~) ~~Land clearing or d~~Development shall not occur in the no-disturbance area, except for the ~~clearing~~ development activities listed in subsection (3)(~~b~~a)(i) of this section. ~~Clearing~~ Development activities listed in subsection (3)(~~b~~a)(i) of this section shall only be permitted if they meet the requirements of subsection (3)(a~~b~~)(ii) of this section.

(i) ~~Clearing~~ Development activities may be permitted as follows:

(A) For single-family residences, associated landscaping and any appurtenances on pre-existing separate lots;

(B) For utility corridors to service existing development along existing rights-of-way including any vacated portions of otherwise contiguous rights-of-way, or for the construction of utility corridors identified within an adopted water, storm water, or sewer comprehensive plan;

(C) For streets providing sole access to buildable property and associated utility facilities within those streets; ~~or~~

(D) For public park facilities including parking lots, restrooms or recreational structures and pedestrian trail/sidewalks;~~.~~ or,

(E) Work authorized pursuant to the pilot program.

(ii) The ~~clearing~~ development activities listed in subsection (3)(~~b~~a)(i) of this section may be permitted only if the following requirements are met:

(A) ~~A~~ Where applicable under SMC 21A.50.120, a report that meets the requirements of SMC 21A.50.130 shall show that the ~~clearing~~ development activities will not subject the area to risk of landslide or erosion and that the purpose of the no-disturbance area is not compromised in any way;

(B) The ~~clearing~~ development activities shall be mitigated, monitored and bonded consistent with the mitigation requirements applicable to environmentally critical areas;

(C) The ~~clearing~~ development activities are limited to the minimal area and duration necessary for construction; and

(D) The ~~clearing~~ development activities are consistent with this chapter.

(b) New single-family home construction or modifications or additions to existing single-family homes on existing legal lots that will result in a total site impervious surface of more than 2,000 square feet shall provide a drainage design, using the following sequential measures, which appear in order of preference:

(i) Infiltration of all site runoff shall be required to the maximum extent technically feasible in existing soil conditions, consistent with the infiltration system design requirements of the KCSWDM;

(ii) Development proposals that meets the goals of Low Impact Development, as follows:

(A) Sixty-five (65) percent of the site shall remain as open space.
(B) No more than ten (10) percent of the gross site area may be covered with impervious surface.
(C) The development proposal's stormwater system shall limit stormwater discharge volumes to match the average annual volume discharged from the pre-developed forested site conditions as determined using a calibrated continuous simulation hydrologic model based on the EPA's HSPF program or an approved equivalent model. The city may modify these requirements based upon site specific analysis of the feasibility of required improvements, standards and specifications. Such analysis shall include evaluation of site and vicinity soils, hydrology, and other factors, as determined by the City, affecting the successful design of the stormwater or low impact development improvements. The city shall consider purpose, effectiveness, engineering feasibility, commercial availability of technology, best management practices, safety and cost of the proposal when evaluating a waiver or modification request. The applicant shall bear the burden of proof that a waiver or modification is warranted.

(iii) For development proposals that cannot infiltrate all site runoff, the applicant shall design a drainage system that provides a drainage outlet designed using the best available science techniques in addition to the applicable flow control and water quality treatment standards of the adopted surface water design manual to minimize the risk of landslide or erosion ~~to~~ within the no-disturbance area and minimize the risk of water quality impacts to any sensitive water body located downstream of the no disturbance area; and

(iv) Structural modification of, addition to or replacement of legally created single detached residences and improvements in existence before January 1, 2006, that do not increase the

existing total footprint of the residence and associated impervious surface by more than 400 square feet over that existing before January 1, 2006, shall be exempt from the provisions of this subsection.

(4) Development standards for properties draining to the no-disturbance area. The following development standards shall be applied, in addition to all applicable requirements of this chapter, to development proposals located within the erosion hazards near sensitive water body overlay that drain to a no-disturbance area:

(a~~c~~) New proposed subdivisions, short subdivisions, public institutions, commercial site development permits, and binding site plans for sites that drain~~ed~~ predeveloped runoff to the no-disturbance zone shall evaluate the suitability of on-site soils for infiltration. All runoff from newly constructed impervious surfaces shall be retained on site unless this requirement precludes a proposed subdivision or short subdivision from achieving 75 percent of the maximum net density as identified in Chapter 21A.25 SMC. When 75 percent of the maximum net density cannot be met, the applicant shall retain runoff on site and a perforated tightline (~~Figure C.2.I, Appendix C, of the 1998 KCSWDM, as amended~~per the adopted surface water design manual and Title 13 Surface Water Management,) shall be used to connect each lot to the central drainage system. The following drainage systems shall be evaluated, using the following sequential measures, which appear in order of preference:

(i) Infiltration of all site runoff shall be required in granular soils as defined in the adopted surface water design manual and Title 13 Surface Water Management,~~King County Surface Water Design Manual (KCSWDM)~~;

(ii) Infiltration of downspouts shall be required in granular soils and in soil conditions defined as allowable in the KCSWDM when feasible to fit the required trench lengths on site. All flows not going to an individual infiltration system shall be detained on site using the most restrictive flow control standard; and

(iii) When infiltration of downspouts is not feasible, the applicant shall design a drainage system that will detain flows on site using the applicable flow control standard and shall install an outlet from the drainage system designed using the best available science techniques to limit the risk of landslide or erosion to the no-disturbance area; provided, that in no case shall development proposals generating more than 2,000 square feet of impervious surface create point discharges in or upstream of the no-disturbance or landslide hazard areas.

~~(d) New single-family home construction or modifications or additions to existing single-family homes on existing legal lots that will result in a total site impervious surface of more than 2,000 square feet shall provide a drainage design, using the following sequential measures, which appear in order of preference:~~

~~(i) Infiltration of all site runoff shall be required to the maximum extent technically feasible in soil conditions, consistent with the infiltration system design requirements of the KCSWDM;~~

~~(ii) For development proposals that cannot infiltrate all site runoff, impervious surfaces shall be infiltrated to the maximum extent technically feasible in soil conditions, consistent with the infiltration system design requirements of the KCSWDM;~~

~~(iii) For development proposals that cannot infiltrate all site runoff, the applicant shall design a drainage system that provides a drainage outlet designed using the best available science techniques to limit the risk of landslide or erosion to the no-disturbance area; and~~

~~(iv) Structural modification of, addition to or replacement of legally created single detached residences and improvements in existence before January 1, 2006, that do not increase the existing total footprint of the residence and associated impervious surface by more than 200 square feet over that existing before January 1, 2006, shall be exempt from the provisions of this section.~~

(~~e~~b) For the portions of proposed subdivisions, short subdivisions and binding site plans that cannot infiltrate runoff up to the 100-year peak flow, at least 25 percent of the portion of the site that cannot infiltrate shall remain undisturbed and set aside in an open space tract consistent with SMC 21A.50.160 through 21A.50.190. The open space tract shall be located adjacent to any required critical area tracts and shall be designed to maximize the amount of separation between the critical area and the proposed development. If no critical areas tracts are required, the open space tract shall be located to provide additional protection to the no-disturbance area.

(~~f~~c) For the portions of all subdivisions and short subdivisions that cannot infiltrate runoff up to the 100-year peak flow, no more than 35 percent of the gross site area shall be covered by impervious surfaces. For new subdivisions and short subdivisions, maximum lot coverage should be specified for subsequent residential building permits on individual lots.

(5) Pilot Program.

(a) Establishment of Pilot Program. A Pilot Program is hereby established to allow pilot project subdivision, including clearing and development projects within the no-disturbance area as set forth herein, on land that has slopes of less than 40 percent grade and that is located outside of environmentally critical area buffers. The provisions of this pilot program shall not apply, and pilot projects shall not be authorized, within the mapped Ebright Creek, Pine Lake Creek, Zaccuse Creek, and “mid-Monohon” sub-basins.

(b) Effective Date. The terms of this pilot program related to pilot projects authorized under subsection (d)(i) below, and to properties within the shoreline jurisdiction, shall take effect following the adoption of the pilot program into a Department of Ecology approved Sammamish Shoreline Master Program.

(c) Purpose. The purpose of this Pilot Program is to allow for limited development within the no disturbance area under strict limitations in order to evaluate the ability to allow increased development within the no-disturbance area without adversely affecting the water quality of Lake

Sammamish. Projects qualifying for this Pilot Program, are subject to the requirements below, and are not subject to the preceding subsections of 21A.50.225.

(d) Eligibility. A maximum of four (4) subdivision projects are authorized by this pilot program. A maximum of two (2) projects shall be authorized under subsection (d)(i) and a maximum of two (2) projects shall be authorized under subsection (d)(ii). Projects eligible for inclusion in this Pilot Program shall meet the provisions of subsection (d)(i) or (d)(ii) below:

(i) Tightline Drainage Design. Where direct access to Lake Sammamish is available, the applicant shall install permanent water quality treatment per the adopted surface water design manual and a tightline storm drain system discharging directly into Lake Sammamish designed by a professional engineer using the adopted surface water design manual and technologies. The applicant shall also install temporary erosion sediment control improvements, including active water quality treatment. The tightline system shall extend through the property and be available by extension or easement upstream to properties that naturally drain to the subject property; or,

(ii) Low Impact Design. Where direct access to Lake Sammamish is not available, the applicant shall design a project consistent with the development standards of Low Impact Development, specifically:

(A) Sixty-five (65) percent of the site shall remain as forested open space. Re-vegetation shall be required to convert non-forested open space to forested as part of the project approval.

(B) No more than ten (10) percent of the gross site area may be covered with impervious surface.

(C) The project's stormwater system shall limit stormwater discharge volumes to match the average annual volume discharged from the pre-developed forested site conditions as determined using a calibrated continuous simulation hydrologic model based on the EPA's HSPF program or an approved equivalent model. The city may modify these requirements based upon site specific analysis of the feasibility of required improvements, standards and specifications. Such analysis shall include evaluation of site and vicinity soils, hydrology, and other factors, as determined by the City, affecting the successful design of the stormwater or low impact development improvements. The city shall consider purpose, effectiveness, engineering feasibility, commercial availability of technology, best management practices, safety and cost of the proposal when evaluating a waiver or modification request. The applicant shall bear the burden of proof that a waiver or modification is warranted.

(e) Pilot Program Administration.

(i) Application. Applications for eligible projects meeting the provisions of 5(d) above shall be administered as follows:

(A) Within two (2) years of the effective date of this subsection, a maximum of one (1) project eligible for the pilot program under subsection (d)(i) and a maximum of one (1) project eligible for the pilot program under subsection (d)(ii) may be accepted subject to the provisions of subsection (5). Following completion and acceptance of all required infrastructure necessary to support the proposed project, and barring any failure of the required infrastructure that causes an environmental failure, an additional one (1) project eligible for the pilot program under subsection (d)(i) and an additional one (1) project eligible for the pilot program under subsection (d)(ii) may be accepted subject to the provisions of subsection (5). For the purposes of this subsection, infrastructure necessary to support the proposed project shall include, at a minimum, all public or private stormwater improvements, and all public or private roads improvements associated with the project.

(B) Application for eligible projects shall be accepted in the order received. To qualify for application, an applicant must have a complete application as described in the city's application material and SMC 20.05, and an applicant must have completed any necessary preliminary steps prior to application as set forth in SMC 20.05.

(C) In the event that an application for a project accepted into the Pilot Program is withdrawn by the applicant or cancelled by the City prior to the expiration of the Pilot Program, the next submitted application for the same development type shall be accepted into the Pilot Program.

(D) The city shall use its authority under SMC 20.05.100 to ensure expeditious processing of subdivision applications. In particular, the director shall set a reasonable deadline for the submittal of corrections, studies, or other information when requested; an extension may be provided based upon a reasonable request. Failure by the applicant to meet a deadline shall be cause for the department to cancel/deny the application.

(E) Site development construction shall begin no later than 18 months from the date of preliminary plat approval. The director may authorize a one year extension based upon extenuating circumstances.

(ii) Pilot Program Expiration. The Pilot Program shall expire and no further applications shall be accepted after the period established in subsection "(e)(i)" above. Projects for which applications are accepted into the Pilot Program may be reviewed, approved and constructed, under the terms of the Pilot Program, even if such review, approval, or construction occurs after the Pilot Program has expired.

(f) Development Requirements. Projects accepted under this Pilot Program may conduct clearing and development in the no-disturbance area, and shall not be subject to subsection 21A.50.225(2), so long as projects accepted under this pilot program and associated clearing and development meet the following requirements:

(i) The development shall comply with the adopted surface water design manual and Title 13 Surface Water Management;

(ii) The total project area shall be limited to 30 acres per project. For the purposes of this subsection, pilot projects on adjoining lots shall be considered one project;

(iii) Pilot projects proposed pursuant to subsection (d)(ii) - Low Impact Design shall incorporate Level 3 flow control, or equivalent, as approved by the director, in addition to the volume control standard specified in subsection (d)(ii);

(iv) Pilot projects proposed pursuant to subsection (d)(i) – Tightline Drainage Design shall incorporate an energy dissipater in the tightline system, or equivalent, as approved by the director;

(v) Clearing of the site shall be limited based on the treatment capacity designed into the permanent and temporary water quality treatment systems installed;

(vi) Post Development Phosphorous Control. The proposed storm water facilities shall be designed to remove 80 percent of all new total phosphorus loading on an annual basis due to new development (and associated storm water discharges) where feasible or utilize AKART if infeasible. At a minimum, post development water quality treatment shall be designed to achieve a goal of 60 percent total phosphorus (TP) removal for the water quality design flow or volume (defined in Section 6.2.1, p. 6-17 of the adopted 2009 KCSWDM);

(vii) Drainage systems shall be designed to accommodate the 100-year storm, consistent with the requirements of the adopted surface water design manual;

(viii) Low Impact Design techniques shall be incorporated into the design of homes constructed on the resultant lots, to the maximum extent practically feasible, provided that infiltration of stormwater shall be prohibited except where there are no erosion hazard areas located downslope of the infiltration system;

(ix) Pilot projects shall set aside 50% of the gross site area as a permanent open space tract. Re-vegetation shall be required to convert non-forested open space to forest as part of the project approval. For the purposes of this subsection, the gross site area shall be the entire area of a property associated with a pilot project participating in the pilot program;

(x) Lots shall be clustered to the maximum extent feasible to minimize site grading in the no-disturbance area;

(xi) No more than 30 percent of the net developable area within a pilot project shall be covered by impervious surfaces. Required street improvements are included in this impervious surface limitation. For the purposes of this subsection, the net developable area shall be the entire area of a property participating in the pilot program minus any environmentally critical areas and buffers;

(xii) Construction Season Work Limits - Land clearing and grading may only occur between June 1st to August 30th with the phases of construction limited as follows:

(A) On or after June 1st, site clearing and grading necessary for the installation of permanent and temporary water quality treatment and conveyance may occur. Clearing and grading shall be limited to those portions of a site where such work is necessary to install tight-line stormwater conveyance, permanent and temporary stormwater detention, and/or water quality facilities. For the purposes of temporary erosion and sediment control, the required tightline system may be either a portion of the permanent stormwater conveyance system if feasible, or a temporary tightline system to be replaced by the permanent system as construction progresses;

(B) Following installation and approval of the permanent and water quality treatment described in subsection (xi)(A) above, development of the remainder of the site may occur;

(C) No later than August 30th, all site clearing and grading activity must be completed and the site fully prepared for winter rains, through techniques such as hydroseeding or stabilization as set forth in an approved Construction Season Work Limit Plan;

(D) The director may extend the seasonal construction limitations described above if, in the director's determination, appropriate erosion control measures and practices are in place and then prevailing weather patterns permit. The director shall not authorize work prior to May 1st or after September 30th.

(xiii) Construction Season Work Limit Implementation. City approval of a temporary erosion and sediment control plan consistent with this section, SMC 21A.50.220, and other laws and regulations is required prior to any site work. The temporary erosion and sediment control plan shall comply with grading limits, shall include Construction Season Work Limits that comply with the construction season limitations, and shall include a Close Out Plan identifying the actions that will be taken to ready the site for winter weather. The Close Out Plan shall include the following:

(A) By July 15th City approval of any proposed changes to the Close Out Plan to assure that the site will be prepared for winter weather by August 30th is required.

(B) By August 1st review and approval of any revisions to the close out plan is required.

(C) By August 15th, city inspection is required of the site to confirm that all mandatory elements of the Close Out Plan are being implemented. Following inspections, the city shall direct the applicant to take any additional actions that are necessary and may order all construction work to be stopped other than work to prepare the site for winter weather.

(D) By August 30th all site work to prepare the site for winter weather shall be completed.

(E) The Director may extend these seasonal construction limitations if, in the Director's determination, appropriate erosion control measures and practices are in place and then prevailing weather patterns permit. The director shall not authorize work prior to May 1st or after September 30th.

(xiv) Early Installation of Permanent Stormwater Management System. In addition to installation of all required Temporary Sediment and Erosion Control measures, and prior to any grading, other than grading necessary for installation of the stormwater management system, the applicant shall construct the Project's stormwater management systems in accordance with plans approved by the City. Stormwater systems shall include permanent and temporary water quality treatment and detention facilities specified in the latest approved version of the surface water design manual and the pipes and outlet facilities necessary to convey stormwater to the approved discharge location.

(A) Temporary water quality treatment facilities shall be sized to treat runoff generated by cleared areas during the 10 year storm event during May through September and the 25 year storm event for the remainder of the year and release treated runoff with a measured turbidity of no more than 25 NTU.

(B) Temporary water quality treatment facilities shall include active sediment controls, such as chemical treatment, enhanced filtration or a combination of both per DOE guidelines (Section C250 &C251, Volume II, Department of Ecology Stormwater Management Manual).

(h) Monitoring and Reporting on Pilot Program projects. The purpose of collecting monitoring and reporting information on the pilot program projects is to create inform the eventual legislative decision on development in the no-disturbance area. Projects authorized by this pilot program shall collect and report the following:

(i) Monitoring Data. Water quality monitoring data collected pursuant to this section shall include the following:

(A) Turbidity;

(B) Total phosphorous;

(C) Total suspended solids;

(D) Temperature

(E) Flow rate; and,

(F) Volume.

Pilot program projects authorized under subsection (5)(d)(ii) – Low Impact Design above, shall not be required to collect flow rate or volume data. Water quality monitoring data shall be retained by the project applicant for a period of five years after final inspection of the last house built.

(ii) Prior to Construction. Prior to any site construction activity, the project applicant shall be responsible for completing visual inspections of the site and downstream properties to identify possible sources of erosion before, during, and after construction to provide a baseline condition for other data collection.

(iii) During Construction. During any site construction activity the project applicant shall be responsible for collecting monitoring data in accordance with the frequency established by the NPDES permit at the natural discharge location. Monitoring data shall be collected prior to the start of construction, through the construction period and until the last house has been built on the site.

(iv) Following Construction. Following the final inspection of the last house built, the project applicant shall be responsible for collecting monitoring data for five years. Data collection shall occur at a frequency of seven times a year between the months of October and June. Monitoring shall not be required following construction if the Pilot Program is adopted as a permanent amendment to the Erosion Hazard Near Sensitive Water Body overlay.

(v) Water Quality Reporting. Monitoring data shall be summarized in annual water quality reports submitted to the city. Annual reports shall evaluate the effect on King County water quality data from Lake Sammamish.

(vi) Administrative rules. The director is authorized to adopt administrative rules to ensure the successful water quality data collection, monitoring, and reporting to the city.

(i) Pilot Program Evaluation. The city shall monitor the pilot program through the submitted annual reports and shall summarize the report findings in a report evaluating how well each project achieved the pilot program's purpose and goals and present the report to the City Council along with a recommended legislative action.

~~(g) If the application of this section would deny all reasonable use of property, the applicant may apply for a reasonable use exception pursuant to SMC 21A.50.070(2).~~

~~(h) The director may modify the property-specific development standards required by this section when a critical areas study is conducted by the applicant and approved by the director which demonstrates that the proposed development substantially increases water quality by showing the following:~~

~~(i) Water quality on site is improved through site enhancements and/or other innovative management techniques;~~

~~(ii) The development project will not subject downstream channels to increased risk of landslide or erosion; and~~

~~(iii) The development project will not subject the nearest sensitive water body to additional erosion hazards. (Ord. O2009-250 § 1; Ord. O2005-193 § 1)~~

21A.50.230 Frequently flooded areas.

(1) Frequently flooded areas include all areas of special flood hazards within the jurisdiction of the City of Sammamish.

~~(a)~~ The areas of special flood hazard are identified by the Federal Insurance Administration in a scientific and engineering report entitled "the Flood Insurance Study for King County," as amended, as stated in SMC 15.10.060. The flood insurance study is on file at Sammamish City Hall. The best available information for flood hazard area identification as outlined in SMC 15.10.130(2) shall be the basis for regulation until a new Flood Insurance Rate Map (FIRM) is issued that incorporates the data utilized under SMC 15.10.130(2).

~~(b) The director may use additional flood information that is more restrictive or detailed than that provided in the Flood Insurance Study conducted by the Federal Emergency Management Agency (FEMA) to designate frequently flooded areas, including data on channel migration, historical data, high water marks, photographs of past flooding, location of restrictive floodways, maps showing future build-out conditions, maps that show riparian habitat areas, or similar information.~~

(2) Development in frequently flooded areas shall be subject to the provisions in Chapter 15.10 SMC. (Ord. O2005-193 § 1; Ord. O99-29 § 1)

21A.50.240 Flood hazard areas – Certification by engineer or surveyor.

Repealed by Ord. O2005-193. (Ord. O99-29 § 1)

21A.50.250 Channel relocation and stream meander areas.

Repealed by Ord. O2005-193. (Ord. O99-29 § 1)

21A.50.260 Landslide hazard areas – Development standards and permitted alterations.

A development proposal containing, or within 50 feet of, a landslide hazard area shall meet the following requirements:

(1) A minimum buffer of 50 feet shall be established from ~~all edges~~the top and toe of the landslide hazard area. The buffer shall be extended as required to mitigate a landslide or erosion hazard or as otherwise necessary to protect the public health, safety, and welfare.

(a~~2~~) The buffer may be reduced to a minimum of 15 feet if, based on a critical areas study, the City determines that the reduction will adequately protect the proposed development and other properties, the critical area and other critical areas off-site.

(~~a~~b) For single-family residential building permits only, the City may ~~waive the~~reduce the scope of the critical areas study ~~requirement~~ if other development in the area has already provided sufficient information or if such information is otherwise readily available.

(2) ~~(b)~~ In addition to the general requirements for critical areas studies that may be required consistent with SMC 21A.50.130, the critical areas study for a landslide hazard area shall include a geotechnical report prepared by a qualified professional consistent with SMC 21A.15.545, unless otherwise approved by the city, which also includes the following:

(i) A description of the extent and type of vegetative cover;

(ii) A description of subsurface conditions based on data from site-specific explorations;

(iii) Descriptions of surface and groundwater conditions, public and private sewage disposal systems, fills and excavations, and all structural improvements;

~~(iv) An estimate of slope stability and the effect construction and placement of structures will have on the slope over the estimated life of the structure;~~

(iv) An estimate of the bluff retreat rate that recognizes and reflects potential catastrophic events such as seismic activity or a 100-year storm event;

(v) Consideration of the run-out hazard of landslide debris and/or the impacts of landslide run-out on downslope properties;

~~(vii) A study of slope stability including an analysis of proposed cuts, fills, and other site grading;~~

(vi) Recommendations for building siting limitations; ~~and~~

(vii) An analysis of proposed surface and subsurface drainage, and the vulnerability of the site to erosion; ~~.~~ and

(viii) A comprehensive study of slope stability including an analysis of proposed cuts, fills, and other site grading and construction effects where the overall minimum factor of safety for slope stability is 1.5 for static conditions and 1.1 for seismic conditions as based on current building code seismic design conditions.

(4~~3~~) Unless otherwise provided herein or as part of an approved alteration, removal of any vegetation from a landslide hazard area or buffer shall be prohibited, except for limited removal of vegetation necessary for surveying purposes and for the removal of hazard trees determined to be unsafe by the City. The City may require the applicant to submit a report prepared by a certified arborist to confirm hazard tree conditions. Notice to the City shall be provided prior to any vegetation removal permitted by this subsection.

(5~~4~~) Vegetation on slopes within a landslide hazard area or buffer that has been damaged by human activity or infested by noxious weeds may be replaced with native vegetation pursuant to an enhancement plan approved by the City pursuant to SMC 21A.50.060. The use of hazardous substances, pesticides, and fertilizers in landslide hazard areas and their buffers may be prohibited by the City.

(6~~5~~) Alterations to landslide hazard areas and buffers may be allowed only as follows:

(a) A landslide hazard area located on a slope 40 percent or steeper may be altered only if the alteration meets the following standards and limitations:

(i) Approved surface water conveyances, as specified in the ~~applicable~~ adopted surface water design manual and Title 13 Surface Water Management, ~~City-adopted storm water requirements~~, may be allowed in a landslide hazard area if they are installed in a manner to minimize disturbance to the slope and vegetation;

(ii) Public and private trails may be allowed in a landslide hazard area subject to the standards and mitigations contained in this chapter, development standards in Chapter 21A.30 SMC, and requirements elsewhere in the SMC, when locating outside of the hazard area is not feasible;

(iii) Utility corridors may be allowed in a landslide hazard area if a critical areas study shows that such alteration will not subject the area to the risk of landslide or erosion;

(iv) Limited trimming and pruning of vegetation may be allowed in a landslide hazard area pursuant to an approved vegetation management plan for the creation and maintenance of views if the soils are not disturbed;

(v) Stabilization of sites where erosion or landsliding threatens public or private structures, utilities, roads, driveways or trails, or where erosion and landsliding threaten any lake, stream, wetland, or shoreline. Stabilization work shall be performed in a manner that causes the least possible disturbance to the slope and its vegetative cover; and

(vi) Reconstruction, remodeling, or replacement of an existing structure upon another portion of an existing impervious surface that was established pursuant to City ordinances and regulations may be allowed; provided:

(A) If within the buffer, the structure is located no closer to the landslide hazard area than the existing structure; and

(B) The existing impervious surface within the buffer or landslide hazard area is not expanded as a result of the reconstruction or replacement.

(b) A landslide hazard area located on a slope less than 40 percent may be altered only if the alteration meets the following requirements:

(i) The development proposal will not decrease slope stability on contiguous properties; and

(ii) Mitigation based on the best available engineering and geological practices is implemented that either eliminates or minimizes the risk of damage, death, or injury resulting from landslides; ~~and~~

(c) Neither buffers nor a critical area tract shall be required if the alteration meets the standards of subsection (5)(b) of this section.

~~(6) New development proposals that will result in a total site impervious surface of more than 2,000 square feet shall. provide a drainage design, using the following sequential measures, which appear in order of preference:~~

~~(a) Infiltration of all site runoff shall be required to the maximum extent technically feasible in soil conditions, consistent with the infiltration system design requirements of the KCSWDM;~~

~~(b) For development proposals that cannot infiltrate all site runoff, impervious surfaces shall be infiltrated to the maximum extent technically feasible in soil conditions, consistent with the infiltration system design requirements of the KCSWDM;~~

~~(c) For development proposals that cannot infiltrate all site runoff, the applicant shall design a drainage system that provides a drainage outlet designed using the best available science techniques to limit the risk of landslide or erosion to the no-disturbance area; and~~

~~(d) Structural modification of, addition to or replacement of legally created single detached residences and improvements in existence before January 1, 2006, that do not increase the existing total footprint of the residence and associated impervious surface by more than 200 square feet over that existing before January 1, 2006, shall be exempt from the provisions of this section.~~

(7) The following are exempt from the provisions of this section:

(a) Slopes that are 40 percent or steeper with a vertical elevation change of up to 20 feet if no adverse impact will result from the exemption based on the City's review of and concurrence with a soils report prepared by a licensed geologist or geotechnical engineer; and

(b) The approved regrading of any slope that was created through previous legal grading activities. (Ord. O2009-250 § 1; Ord. O2005-193 § 1; Ord. O99-29 § 1)

21A.50.270 Seismic hazard areas – Development standards and permitted alterations.

A development proposal containing a seismic hazard area shall meet the following requirements:

(1) All applicable building code requirements; and

(2) Alterations to seismic hazard areas may be allowed only as follows:

(a) The evaluation of site-specific subsurface conditions shows that the proposed development site is not located in a seismic hazard area; or

(b) Mitigation based on the best available engineering and geological practices is implemented that either eliminates or minimizes the risk of damage, death, or injury resulting from seismically induced settlement or soil liquefaction. (Ord. O2005-193 § 1; Ord. O99-29 § 1)

21A.50.280 Critical aquifer recharge areas – Development standards.

Attachment A

(1) Groundwater Quantity Protection Standards. For developments in all CARA classes, the applicant shall provide surface water infiltration as follows:

(a) Seventy-five percent of on-site storm water volume generated from the proposed development shall be infiltrated; provided, that a lesser standard may apply or on-site infiltration may be waived when:

(i) The applicant demonstrates that infiltration is not a reasonable alternative due to site-specific soil and/or geologic conditions;

(ii) It is determined that increased saturation of soils would result in an increased risk to existing facilities and/or adjacent properties;

(iii) Infiltration would result in significant unavoidable impacts to other critical areas or result in an excessive loss of native vegetation; or

(iv) The applicant proposes an addition of no more than 700 square feet of total new impervious surface compared cumulatively to 2005 levels.

(b) If infiltration is not feasible or required, then storm water facilities shall be constructed in accordance with City standards.

(c) The design and implementation of infiltration facilities shall follow the ecology infiltration guidelines specified in the Western Washington Stormwater Manual (2005), or other technical guidance as approved by the City.

(d) To prevent groundwater contamination, storm water infiltration may be prohibited for all or a portion of a site that includes use of hazardous substances.

(2) Groundwater Quality Protection Standards. The following provisions shall apply to development in all CARA classes:

(a) Activities may only be permitted in a critical aquifer recharge area if the proposed activity will not result in a significant increased risk of contamination of drinking water supplies;

(b) The City shall impose development conditions when necessary to prevent degradation of groundwater. Conditions to permits shall be based on known, available and reasonable methods of prevention control and treatment; and

(c) The proposed activity must comply with the water source protection requirements and recommendations of the Federal Environmental Protection Agency, State Department of Ecology, State Department of Health, and the Seattle-King County health district.

(3) Regulation of Facilities Handling and Storing Hazardous Materials regulated by the State Department of Ecology.

(a) New and existing commercial and industrial land uses and activities located in Class 1 and Class 2 CARAs shall submit a hazardous materials inventory statement with a ~~land use or building permit application~~development proposal.

(b) Report Requirement. Commercial and industrial land uses and activities that involve the use, storage, transport or disposal of hazardous materials as regulated by the State of Washington~~, as defined in this chapter~~, in quantities equal to or greater than 20 gallons or the equivalent of 200 pounds, located in Class 1 and Class 2 CARAs, shall submit a critical areas study in accordance with SMC 21A.50.130 including, as necessary, a hydrogeologic critical area assessment report, spill containment and response plan and/or groundwater monitoring plan, except for the following uses/activities:

(i) Retail sale of containers five gallons or less in size, where there is less than 500 total gallons; and

(ii) Hazardous materials of no risk to the aquifer.

(c) A hydrogeologic critical area assessment report, when required by subsection (3)(b) of this section, shall be prepared by a qualified professional to determine potential impacts of contaminants on the aquifer. The report shall include the following site- and proposal-related information, at a minimum:

(i) Information regarding geologic and hydrogeologic characteristics of the site including the surface location of all CARA classes located on site or immediately adjacent to the site and permeability of the unsaturated/vadose zone;

(ii) Groundwater depth, flow direction and gradient;

(iii) Data on wells and springs within 1,300 feet of the project area;

(iv) Location of other critical areas, including surface waters, within 1,300 feet of the project area;

(v) Historic hydrogeologic data for the area to be affected by the proposed activity;

(vi) Best management practices (BMPs) and integrated pest management (IPM) proposed to be used; and

(vii) Discussion of the effects of the proposed project on the groundwater quality and quantity, including:

(A) Predictive evaluation of groundwater withdrawal and recharge effects on nearby wells and surface water features;

(B) Predictive evaluation of contaminant transport based on potential releases to groundwater; and

(C) Predictive evaluation of changes in the infiltration/recharge rate.

(d) A spill containment and response plan, when required by subsection (3)(b) of this section, is required to identify equipment and/or structures that could fail and shall include provisions for inspection as required by the applicable state regulations, repair and replacement of structures and equipment that could fail.

(e) A groundwater monitoring plan, when required by subsection (3)(b) of this section, may be required to monitor quality and quantity of groundwater, surface water runoff, and/or site soils. The City may require the owner of a facility to install one or more groundwater monitoring wells to accommodate the required groundwater monitoring.

(i) Criteria used to determine the need for site monitoring shall include, but not be limited to, the proximity of the facility to production or monitoring wells, the type and quantity of hazardous materials on-site, and whether or not the hazardous materials are stored in underground vessels.

(ii) The City may employ an outside consultant at the applicant's expense to review the monitoring plan and analysis, to ensure that the monitoring plan is followed, and that corrective actions are completed.

(4) Prohibited Uses. Where land uses or materials prohibited in this section are allowed in the Table of Permitted Land Uses (Chapter 21A.20 SMC), this section shall control and the use shall be prohibited.

(a) Table 21A.50.280a identifies land uses and materials prohibited in Class 1, 2 and 3 CARAs for new uses; and

(b) Table 21A.50.280b identifies land uses and materials that should be discontinued, removed and decommissioned where existing in Class 1, 2 and 3 CARAs. The City shall require discontinuation, removal and decommissioning of these uses from Class 1, 2 and 3 CARAs at the time of development and redevelopment, in proportion to the degree and nature of the proposal.

Table 21A.50.280a

Prohibited Land Uses and Materials (New Uses/Activities)	Class 1 (1- and 5-year WHPA)	Class 2 (10-year WHPA)	Class 3 (High Recharge Areas)
Hazardous liquid transmission pipelines	prohibited	allowed subject to compliance with federal and state standards	
Mining, processing and reclamation of any type	prohibited	prohibited	reviewed under development permit

Attachment A

Table 21A.50.280a

Prohibited Land Uses and Materials (New Uses/Activities)	Class 1 (1- and 5-year WHPA)	Class 2 (10-year WHPA)	Class 3 (High Recharge Areas)
Processing, storage, and disposal of radioactive substances (except certain medical uses)	prohibited	prohibited	prohibited
Underground storage tanks (UST)	prohibited	prohibited	prohibited
UST with double walls, vault and monitor	prohibited	allowed subject to compliance with federal and state standards	
Above ground storage tanks for hazardous substances or hazardous waste with primary and secondary containment area and spill protection plan	allowed subject to compliance with federal and state standards		
Wells for class B and private water systems, when located in a water service area	prohibited	prohibited	allowed subject to compliance with federal and state standards
Golf courses	prohibited	**	**
Land use activities that require the use of nitrates, phosphorus, pesticides, and other chemicals that have a potential to degrade groundwater and surface water quality when used inappropriately or in excess.	Prohibited	**	**
Closed loop geothermal / heat exchange wells used to recirculate a chemical heat transfer fluid other than potable water	Prohibited		Prohibited
Closed loop geothermal / heat exchange wells used to recirculate potable water*	Prohibited		**
Open loop geothermal / heat exchange wells	Prohibited		Prohibited
Closed loop geothermal/heat exchange systems (surface)	allowed subject to compliance with federal and state standards **		**
Injection Wells (storm water or reclaimed water)	Prohibited	Prohibited	**
Cemeteries	prohibited	**	**
Wrecking yards	prohibited	prohibited	prohibited

Attachment A

Table 21A.50.280a

Prohibited Land Uses and Materials (New Uses/Activities)	Class 1 (1- and 5-year WHPA)	Class 2 (10-year WHPA)	Class 3 (High Recharge Areas)
Landfills with hazardous waste, municipal solid waste, or special waste	prohibited	prohibited	prohibited
Dry cleaning using chlorinated solvents	prohibited	prohibited	prohibited
* Closed loop geothermal / heat exchange wells shall register their location with the city **Best management practices (BMPS) and integrated pest management (IPM), as applicable, are required for these uses.			

Table 21A.50.280b

Restricted Land Uses and Materials – (Existing Uses/Activities)	Class 1 (1- and 5-year WHPA)	Class 2 (10-year WHPA)	Class 3 (High Recharge Areas)
UST (underground storage tank)	Remove, decommission or upgrade to comply with federal and state standards		
Abandoned wells	Decommission to comply with federal and state standards		
Existing uses that have a long-term potential to degrade water quality in the WHPA	Discontinue, remove or mitigate potential impacts		

(5) Requirements for Specific Uses and Activities.

(a) Commercial Vehicle Repair and Servicing.

(i) In all CARA classes, vehicle repair and servicing must be conducted over impermeable pads, with containment curbs, and within a covered structure capable of withstanding normally expected weather conditions. Chemicals used in the process of vehicle repair and servicing must be stored in a manner that protects them from weather and provides containment should leaks occur.

(ii) In all CARA classes, no dry wells shall be allowed on sites used for vehicle repair and servicing. Dry wells existing on the site prior to facility establishment must be abandoned using techniques approved by the State Department of Ecology prior to commencement of the proposed activity.

(b) Use of Pesticides, Herbicides, and Fertilizers.

(i) Residential Use. In all CARA classes, application of household pesticides, herbicides, and fertilizers shall not exceed times, rates, concentrations and locations specified on the packaging.

(ii) Other Uses. In Class 1 and 2 CARA areas, proposed developments with maintained landscape areas greater than 10,000 square feet in area shall prepare an operations and maintenance manual using best management practices (BMPs) and integrated pest management (IPM) for fertilizer and pesticide/herbicide applications. The BMPs shall include recommendations on the quantity, timing and type of fertilizers applied to lawns and gardens to protect groundwater quality.

(c) Spreading or Injection of Storm Water or Reclaimed Water. Water reuse projects for reclaimed water and storm water are regulated in accordance with the adopted water, sewer or storm water comprehensive plans that have been approved by the Departments of Ecology and Health. Injection wells are prohibited in Class 1 and 2 CARA areas. Injection wells are allowed, subject to city review and approval, in Class 3 CARA areas provided injection wells shall comply with the requirements of WAC 173-200 and 173-218 and Sammamish Municipal Code.

(d) Construction Activity. In all CARA classes, if construction vehicles will be refueled on a construction site and/or the quantity of hazardous materials that will be used or stored on a site exceeds 20 gallons, exclusive of the quantity of hazardous materials contained in fuel or fluid reservoirs of construction vehicles, then persons obtaining construction permits shall provide information to the public works department regarding the types and quantities of hazardous materials that will be on-site and then use BMPs to prevent and respond to spills. Construction site refueling must be conducted over impermeable pads, with containment curbs. The operator of the site shall immediately report to the City any spills and is responsible for complete recovery and cleanup.

(e) Fill Quality Standards and Imported Fill Source Statement. In all CARA classes, fill material shall not contain concentrations of contaminants that exceed cleanup standards for soil as specified in the Model Toxics Control Act (MTCA). An imported fill source statement is required for all projects where more than 100 cubic yards of fill will be imported to a site. The City may require analytical results to demonstrate that fill materials do not exceed cleanup standards. The imported fill source statement shall include:

(i) Source location of imported fill;

(ii) Previous land uses of the source location; and

(iii) Whether or not fill to be imported is native, undisturbed soil.

(f) In Class 1 and 2 CARAs, on lots smaller than one acre, new on-site septic systems are prohibited, unless:

(i) The system is approved by the Washington State Department of Health and the system either uses an upflow media filter system or a proprietary packed-bed filter system or is designed to achieve approximately 80 percent total nitrogen removal for typical domestic wastewater; or

(ii) The Seattle–King County department of public health determines that the systems required under subsection (5)(f)(i) of this section will not function on the site.

(g) Geothermal / heat exchange wells are allowed, subject to city review and approval, provided:

(i) The system is approved by the Washington Department of Ecology as compliant with the provisions of WAC 173-160; and

(ii) A notice on title is recorded documenting the maintenance requirements of the geothermal / heat exchange wells

21A.50.290 Wetlands – Development standards.

A development proposal on a parcel or parcels containing a wetland or associated buffer of a wetland located on-site or off-site shall meet the following requirements:

(1) Wetlands shall be rated according to the Washington State Wetland Rating System for Western Washington (Department of Ecology, 2004, or as may be amended or revised by the Department from time to time). This document contains the definitions, methods and a rating form for determining the categorization of wetlands described below:

(a) Category 1. Category 1 wetlands include those that receive a score of greater than or equal to 70 based on functions, or those that are rated Category 1 based on special characteristics as defined in the rating form.

(b) Category 2. Category 2 wetlands include those that receive a score of 51 through 69 based on functions, or those that are rated Category 2 based on special characteristics as defined in the rating form.

(c) Category 3. Category 3 wetlands include those that receive a score of 30 through 50 based on functions.

(d) Category 4. Category 4 wetlands score less than 30 points based on functions.

(2~~1~~) The following standard buffers shall be established from the wetland edge:

Wetland Category		Standard Buffer Width (ft)
Category I:	Natural Heritage or bog wetlands	215
	Habitat score 29–36	200

Attachment A

Wetland Category		Standard Buffer Width (ft)
	Habitat score 20–28	150
	Not meeting above criteria	125
Category II:	Habitat score 29–36	150
	Habitat score 20–28	100
	Not meeting above criteria	75
Category III:	Habitat score 20–28	75
	Not meeting above criteria	50
Category IV:		All Land Use Types - 50
Category III and IV:	subject to SMC 21A.50.320	

(a) Where a legally established and constructed street or the East Lake Sammamish Trail transects a wetland buffer, the department may approve a modification of the standard buffer width to the edge of the street or the East Lake Sammamish Trail if the isolated part of the buffer does not provide additional protection of the wetland and provides insignificant biological, geological or hydrological buffer functions relating to the wetland. If the resulting buffer distance is less than 50 percent of the standard buffer for the applicable wetland category, no further reduction shall be allowed.

(b) In addition to the provisions of SMC 21A.50.060, ~~W~~where a buffer has been previously established on a legally created parcel or tract that was legally established according to the regulations in place at the time of establishment~~through City or county development review on or after November 27, 1990~~, and is permanently recorded on title or placed within a separate tract, the buffer shall ~~be~~ remain as previously established, provided it is ~~at least as large as~~equal to or greater than 50 percent of the current required standard buffer distance for the applicable wetland category.

(c) Where wetland functions have been improved due to voluntary implementation of an approved stewardship, restoration and/or enhancement plan that is not associated with required mitigation or enforcement, the standard wetland buffer width shall be determined based on the previously established wetland category and habitat score as documented in the approved stewardship and enhancement plan.

(3~~2~~) ~~*Repealed by Ord. O2009-264.*~~ Removal of any native vegetation or woody debris from a wetland or wetland buffer may be allowed only as part of an approved alteration. Only native vegetation can be planted in wetland or buffer areas, unless the planting is otherwise allowed by SMC 21A.50.060 –Allowance for Existing Urban Development and Other Uses.

(4~~3~~) Activities and uses shall be prohibited from wetlands and associated buffers, except as provided for in this chapter.

(5~~4~~) Any wetland restored, relocated, replaced, or enhanced because of a wetland alteration shall have the buffer required for the highest wetland class involved.

(6~~5~~) For a wetland buffer that includes a landslide hazard area, the buffer width shall be the greater of either the buffer width required by the wetland's category in this section or 25 feet beyond the top of the landslide hazard area.

(7~~6~~) Buffer Averaging. Buffer width averaging may be allowed by the department if:

(a) It will provide additional protection to wetlands or enhance their functions, as long as the total area contained in the buffer on the development proposal site does not decrease (see also SMC 21A.30.210(5) for buffer compensation requirements for trails);

(b) The wetland contains variations in sensitivity due to existing physical characteristics or the character of the buffer varies in slope, soils, or vegetation, and the wetland would benefit from a wider buffer in places and would not be adversely impacted by a narrower buffer in other places;

(c) The buffer width is not reduced to less than 50 percent of the standard buffer width at any location; ~~and~~

(d~~e~~) The buffer width is decreased on one part of a wetland and increased on another part of the same wetland feature; and

(e~~f~~) The buffer is associated with a development proposal and it will not further encumber a neighboring property not owned by the applicant.

(f~~d~~) Buffer averaging may be used in conjunction with buffer reduction options in this section, provided the total combined reduction does not reduce the buffer to less than 50 percent of standard buffer width at any location;~~.~~

(8~~7~~) Increased Buffers. Increased buffer widths may be required by a distance necessary to protect wetland functions and provide connectivity to other wetland and habitat areas when the following occur:

(a) When a Category 1 or 2 wetland with a habitat score of greater than 29 points (per Washington State Wetland Rating System for Western Washington – Department of Ecology 2009 or as revised) is located within 200 feet of the wetland subject to the increased buffer;

(b) Fish and wildlife habitat conservation area and habitat connections are present;

(c) Landslide or erosion hazard areas are contiguous to wetlands;

(d) Groundwater recharge and discharge areas are at risk;

(e) Or to offset buffer impacts, such as trail and utility corridors; and

(f) Ecological wetland functions are at risk including, but not limited to the following:

(i) Habitat complexity, connectivity and biological functions;

(ii) Seasonal hydrological dynamics as provided in the adopted Surface Water Design Manual;

(iii) Sediment removal and erosion control;

(iv) Pollutant removal;

(v) Large wood debris (LWD) recruitment;

(vi) Water temperature;

(vii) Wildlife habitat; and

(viii) Microclimate.~~Increased Buffers. The department may require the standard buffer to be increased by the greater of 50 feet or a distance necessary to protect wetland functions and provide connectivity to other wetland and habitat areas when a Category 1 or 2 wetland with a habitat score greater than 20 points is located within 300 feet of:~~

~~(a) Another Category 1 or 2 wetland;~~

~~(b) A fish and wildlife habitat conservation area; or~~

~~(c) A type S or F stream.~~

~~The increased buffer distance may be limited to those areas that provide connectivity or are necessary to protect wetland and habitat functions.~~

(9~~8~~) Buffer Reduction. Buffers may be reduced when buffer reduction impacts are mitigated and result in equal or greater protection of the wetland functions. Prior to considering buffer reductions, the applicant shall demonstrate application of mitigation sequencing as required in SMC 21A.50.135. A plan for mitigating buffer-reduction impacts must be prepared using selected incentive-based mitigation options from the list below. The following incentive options for reducing standard buffer widths shall be considered cumulative up to a maximum reduction of 50 percent of the standard buffer width. In all circumstances where a substantial portion of the remaining buffer is degraded, the buffer reduction plan shall include replanting with native vegetation in the degraded portions of the remaining buffer area and shall include a five-year monitoring and maintenance plan.

(a) ~~Installation of biofiltration/infiltration mechanisms: up to 20 percent reduction in the standard buffer width may be allowed for the installation of bioswales,~~ Up to 20 percent reduction in the standard buffer width may be allowed if water quality is improved in excess of the requirements of the adopted surface water design manual and Title 13 Surface Water Management, through the use

of created and/or enhanced wetlands, or ponds supplemental to existing storm drainage and water quality requirements.

(b) Removal of existing impervious surfaces:

(i) Up to 10 percent reduction in standard buffer width if impervious surfaces within the to-be-remaining buffer area are reduced by at least 50 percent; or

(ii) Up to 20 percent reduction in standard buffer width if the to-be-remaining buffer area is presently more than 50 percent impervious and all of it is to be removed.

(c) Removal of invasive, nonnative vegetation: up to 10 percent reduction in standard buffer width for the removal and extended (minimum five-year) monitoring and continued-removal maintenance of relatively dense stands of invasive, nonnative vegetation from significant portions of the remaining buffer area.

(d) Restoration, preservation and maintenance of the existing wetland and buffer vegetation if the following conditions are present and/or attainable as a result of action:

(i) An undisturbed vegetated buffer is preserved in the remaining buffer width; and,

(ii) Existing buffer conditions are degraded such that more than 40 percent of the buffer is covered by non-native/invasive plant species and ~~are~~ the buffer is restored according to a city-approved restoration plan to improve wetland buffer functions; and,

(iii) Native tree or shrub vegetation covers less than 25 percent of the total buffer area and the area will be re-vegetated according to a city-approved restoration plan with native trees and shrubs;

(iv) The wetland buffer has slopes of less than 25 percent; and

(v) The buffer reduction determination and percentage shall be on a site by site basis based on the applicant's plan and demonstration of improvement to water quality and habitat functions.

(e) If not already required under an existing development proposal, installation of oil/water separators for storm water quality control: up to 10 percent reduction in standard buffer width.

(f) Use of pervious material for driveway/road construction: up to 10 percent reduction in standard buffer width.

(g) Restoration of on-site buffer and wetland areas, or restoration of off-site buffer and wetland areas within the same sub-basin of the impacted wetland if no on-site restoration is possible:

(i) Up to 10 percent reduction in standard buffer width if restoration area is at a 2:1 ratio or greater; or

(ii) Up to 20 percent reduction in standard buffer width if restoration area is at a 4:1 ratio or greater.

(gh) Removal of significant refuse or sources of toxic material: up to 10 percent reduction in standard buffer width.

(~~h~~i) Percentages listed above may be added together to create a total buffer reduction; provided, that the total reduction does not exceed 50 percent of the standard buffer width.

(10~~9~~) The use of hazardous substances, pesticides and fertilizers in the wetland and its buffer may be prohibited by the City.

(11~~0~~) The introduction of livestock into a wetland or wetland buffer is prohibited. ~~Unless otherwise provided, the following restrictions shall apply to all development proposals that include the introduction of livestock on sites with wetlands or wetland buffers:~~

~~(a) A plan to protect and enhance the wetland's water quality shall be implemented pursuant to the adopted surface water design manual standards; and~~

~~(b) Fencing located not closer to the wetland than the outer wetland buffer edge shall be required. (Ord. O2009-264 § 1 (Att. A); Ord. O2005-193 § 1; Ord. O2005-172 § 4; Ord. O99-29 § 1)~~

21A.50.300 Wetlands – Permitted alterations.

Alterations to wetlands and wetland buffers are not allowed, except as provided for by complete exemptions, allowances for existing urban development and other uses~~partial exemptions~~ and exceptions in this chapter or as allowed for by this section.

(1) Alterations may be permitted if the department determines, based upon its review of critical areas studies completed by qualified professionals, that the proposed development will:

(a) Protect, restore or enhance the wildlife habitat, natural drainage, or other valuable functions of the wetland resulting in a net improvement to the functions of the wetland system;

(b) Design, implement, maintain, and monitor a mitigation plan prepared by a qualified professional;

(c) Perform the mitigation under the direction of a qualified professional; and

(d) Will otherwise be consistent with the purposes of this chapter.

(2) If a wetland is in a flood hazard area, the applicant shall notify affected communities and native tribes of proposed alterations prior to any alteration and submit evidence of such notification to the Federal Insurance Administration.

(3) There shall be no introduction of any nonnative or invasive plant or wildlife into any wetland or wetland buffer ~~unless authorized~~ except as required by a state or federal permit or approval or as otherwise allowed by SMC 21A.50.060 – Allowance for Existing Urban Development and Other Uses.

(4) Utilities may be allowed in wetland buffers if:

(a) The director determines that no reasonable alternative location is available; and

(b) The utility corridor meets any additional requirements for installation, replacement of vegetation and maintenance, as needed to mitigate impacts.

(5) Sewer utility corridors may be allowed in wetland buffers only if:

(a) The applicant demonstrates that the sewer line~~s~~ ~~are~~ location is necessary for gravity flow;

(b) The corridor is not located in a wetland or buffer used by species listed as endangered or threatened by the state or federal government or containing critical or outstanding actual habitat for those species or heron rookeries or raptor nesting trees;

(c) The corridor alignment including, but not limited to, any allowed maintenance roads follows a path farthest from the wetland edge as feasible;

(d) Corridor construction and maintenance protects the wetland and buffer and is aligned to avoid cutting trees greater than 12 inches in diameter at breast height, when possible, and pesticides, herbicides and other hazardous substances are not used;

(e) An additional, contiguous and undisturbed buffer, equal in width to the proposed corridor, including any allowed maintenance roads, is provided to protect the wetland;

(f) The corridor is revegetated with appropriate native vegetation at preconstruction densities or greater immediately upon completion of construction or as soon thereafter as possible, and the sewer utility ensures that such vegetation survives;

(g) Any additional corridor access for maintenance is provided, to the extent possible, at specific points rather than by a parallel road; and

(h) The width of any necessary parallel road providing access for maintenance is as small as possible, but not greater than 15 feet; the road is maintained without the use of herbicides, pesticides or other hazardous substances; and the location of the road is contiguous to the utility corridor on the side away from the wetland.

(6) Joint use of an approved sewer utility corridor by other utilities may be allowed.

(7) Where technically feasible, surface water discharge shall be located outside of the wetland and wetland buffer. ~~The following surface water management activities and facilities may be allowed in wetlands or their buffers only as follows~~Where surface water management is authorized within a wetland or wetland buffer it shall be consistent with Appendix I-D: Guidelines for Wetlands when Managing Stormwater Manual for Western Washington, Volume I, August 2012, Publication #12-10-030 as such publication may be amended or revised by the Department of Ecology from time to time~~:~~.

~~(a) Surface water discharge to a wetland from a flow control or water quality treatment facility, sediment pond or other surface water management activity or facility may be allowed if the discharge does not increase the rate of flow, change the plant composition in a forested wetland or decrease the water quality of the wetland;~~

~~(b) Isolated Category 4 wetlands and buffers may be used as a flow control facility if:~~

~~(i) Presettlement pond or water quality treatment is required prior to flow into the wetland; and~~

~~(ii) They are not part of, or immediately adjacent to, a designated wildlife habitat corridor and all requirements of the applicable City-adopted storm water requirements are met; and~~

~~(c) Use of a wetland buffer for a surface water management activity or facility, other than a flow control or water quality treatment facility, such as an energy dissipater and associated pipes, may be allowed only if the applicant demonstrates, to the satisfaction of the department, that:~~

~~(i) No reasonable alternative exists; and~~

~~(ii) The functions of the buffer or the wetland are not adversely affected.~~

(8) Public and private trails may be allowed in the outer 25% of wetland buffers consistent with the standards and requirements in this chapter, development standards in Chapter 21A.30 SMC, and requirements elsewhere in the SMC. Proposals for constructing viewing platforms, associated access trails, and spur trails must be reviewed by a qualified professional and a critical areas study may be required.

(9) A dock, pier, moorage, float, or launch facility may be allowed, subject to the provisions of SMC Title 25, if:

(a) The existing and zoned density around the wetland is three dwelling units per acre or more;

(b) At least 75 percent of the lots around the wetland have been built upon and no significant buffer or wetland vegetation remains on these lots; and

(c) Open water is a significant component of the wetland.

(10) Crossings. The use of existing crossings, including but not limited to utility corridors, road and railroad rights-of-way, within wetlands or buffers for public or private trails is preferred to new crossings, subject to the standards and requirements in the SMC. New wetland road and trail crossings may be allowed if:

(a) The director determines that:

(i) The crossing is identified as a part of a corridor shown in a City-adopted parks or trails plan, park master plan, transportation plan, or comprehensive plan, or otherwise is necessary to connect or construct the road or trail to publicly owned lands, utility corridors, rights-of-way or other public infrastructure, or is required to provide access to property where no other reasonable alternative access is possible; or

(ii) The applicant demonstrates that the new crossing creates less overall or less incremental impacts to critical areas and habitat than the use of an existing corridor while still achieving overall project goals and objectives;

(b) All crossings avoid or minimize impact to the wetland and provide mitigation for unavoidable impacts through restoration, enhancement or replacement of disturbed areas as described in this chapter and in the SMC;

(c) Crossings do not significantly change the overall wetland hydrology;

(d) Crossings do not diminish the flood storage capacity of the wetland; and

(e) All crossings are constructed during summer low water periods.

~~(11) Reconstruction, Remodeling, or Replacement of Existing Structures. Reconstruction, remodeling, or replacement of an existing structure upon another portion of an existing impervious surface that was established pursuant to ordinances and regulations in effect at the time may be allowed, provided:~~

~~(a) If within the buffer, the structure is located no closer to the wetland than the existing structure; and~~

~~(b) The existing impervious surface within the buffer or wetland is not expanded as a result of the reconstruction or replacement.~~

(11~~2~~) Enhancement and Restoration. Wetland enhancement or restoration not associated with any other development proposal may be allowed if accomplished according to a plan for its design, implementation, maintenance and monitoring prepared by and carried out under the direction of a qualified professional. Restoration or enhancement must result in a net improvement to the functions of the wetland system.

(12~~3~~) Wetland Restoration Project. A wetland restoration project for habitat enhancement may be allowed if:

(a) The restoration is ~~sponsored by a public agency with a mandate to do such work~~approved by all agencies with jurisdiction;

(b) The restoration is not associated with mitigation of a specific development proposal;

(c) The restoration is limited to revegetation of wetlands and their buffers and other specific fish and wildlife habitat improvements that result in a net improvement to the functions of the wetland system;

(d) The restoration ~~only involves the use of hand labor and light equipment, or the use of helicopters and cranes that deliver supplies to the project site; provided, that they have no contact with critical areas or their buffers~~should be completed in accordance with best management practices (BMPs) and acceptable standards consistent with best available wetland science to minimize impacts to wetlands; and

(e) The restoration is performed under the direction of a qualified professional. (Ord. O2005-193 § 1; Ord. O2005-172 § 4; Ord. O99-29 § 1)

21A.50.310 Wetlands – Mitigation requirements.

When mitigation for wetland and/or wetland buffer impacts is required, mitigation shall meet the requirements listed in SMC 21A.50.145 in addition to the following supplementary requirements:

(1) Equivalent or Greater Biological Functions. Mitigation for alterations to wetland(s) and/or wetland buffer(s) shall achieve equivalent or greater biologic functions and shall be consistent with the Department of Ecology Guidance on Wetland Mitigation in Washington State (2004, Department of Ecology Publication No. ~~04-06-013~~06-06-11a and b), ~~or as revised~~as such publication may be amended or revised by the Department of Ecology from time to time.

(2) No Net Loss. Wetland mitigation actions shall not result in a net loss of wetland area.

(3) Functions and Values. Mitigation actions shall address and provide equivalent or greater wetland and buffer functions and values compared to wetland and buffer conditions existing prior to the proposed alteration.

(4) Mitigation Type and Location. Mitigation actions shall be in-kind and conducted within the same sub-basin and on the same site as the alteration except when the following apply:

(a) There are no reasonable on-site opportunities for mitigation, or on-site opportunities do not have a high likelihood of success due to development pressures, adjacent land uses, or on-site buffers or connectivity are inadequate;

(b) Off-site mitigation has a greater likelihood of providing equal or improved wetland functions than the impacted wetland; and

(c) Off-site locations ~~shall be in the same sub-basin~~have been identified and evaluated in the following order of preference:~~.~~

(i) Within the same drainage subbasin;

(ii) Within the city limits;

(iii~~i~~) Within the Sammamish service area for an approved fee-in-lieu or mitigation bank program sites within the city limits in accordance with SMC 21A.50.315;

(iv~~ii~~) Within the Sammamish service area for an approved fee-in-lieu or mitigation bank program sites within the WRIA 8 in accordance with SMC 21A.50.315.

(5) Mitigation Timing. Where feasible, mitigation projects shall be completed prior to activities that will disturb wetlands. In all other cases, mitigation shall be completed immediately following disturbance and

prior to use or occupancy of the activity or development. Construction of mitigation projects shall be timed to reduce impacts to existing wildlife and flora.

(6) Mitigation Ratios.

~~(a) Acreage Replacement Ratios. The following ratios shall apply to wetland creation or restoration that is in-kind, on-site, the same category, and has a high probability of success. The first number specifies the acreage of replacement wetlands and the second specifies the acreage of wetlands altered.~~

~~Category I~~	~~6-to-1~~
~~Category II~~	~~3-to-1~~
~~Category III~~	~~2-to-1~~
~~Category IV~~	~~1.5-to-1~~

(a) Wetland Mitigation Ratios. The following ratios shall apply to required wetland mitigation. The first number specifies the acreage of replacement wetlands and the second specifies the acreage of wetlands altered.

(i) Permanent Wetland Mitigation. The following ratios of area of mitigation to area of alteration apply to mitigation measures for permanent alterations.

Category and type of wetland	**Wetland reestablishment or creation**	**Wetland rehabilitation**	**1:1 Wetland reestablishment or wetland creation (R/C) and wetland enhancement (E)**
Category I bog	Not allowed	6:1 rehabilitation of a bog	Case-by-case
Category I natural heritage site	Not allowed	6:1 rehabilitation of a natural heritage site	Case-by-case
Category I based on score for functions	4:1	8:1	1:1 R/C and 6:1 E
Category I forested	6:1	12:1	1:1 R/C and 10:1 E
Category II	3:1	8:1	1:1 R/C and 4:1 E
Category III	2:1	4:1	1:1 R/C and 2:1 E
Category IV	1.5:1	3:1	1:1 R/C and 2:1 E

(ii) Temporary Wetland Mitigation. The following ratios of area of mitigation to area of alteration apply to mitigation measures for temporary alterations where wetlands will not be impacted by permanent fill material:

Attachment A

Wetland category	Permanent conversion of forested and shrub wetlands into emergent wetlands			Mitigation for temporal loss of forested and shrub wetlands when the impacted wetlands will be revegetated to forest or shrub communities		
	Enhancement	Re-habilitation	Creation or restoration	Enhancement	Re-habilitation	Creation or restoration
Category I	6:1	4.5:1	3:1	3:1	2:1	1.5:1
Category II	3:1	2:1	1.5:1	1.5:1	1:1	.75:1
Category III	2:1	1.5:1	1:1	1:1	.75:1	.5:1
Category IV	1.5:1	1:1	.75:1	Not applicable	Not applicable	Not applicable

(b) Wetland Buffer Replacement Ratio. Altered wetland buffer area shall be replaced at a minimum ratio of one-to-one, provided that the replacement ratio may be increased at the director's discretion to replace lost functions and values.

(c~~b~~) Increased ~~Replacement~~ Mitigation Ratio. The director may increase the ratios under the following circumstances:

(i) Uncertainty exists as to the probable success of the proposed restoration or creation; or

(ii) A significant period of time will elapse between impact and replication of wetland functions; or

(iii) Proposed mitigation will result in a lower category wetland or reduced functions relative to the wetland being impacted; or

(iv) The impact was an unauthorized impact.

(d~~c~~) Decreased ~~Replacement~~ Mitigation Ratio. The director may decrease these ratios under the following circumstances:

(i) Documentation by a qualified professional demonstrates that the proposed mitigation actions have a very high likelihood of success. This documentation should specifically identify how the proposed mitigation actions are similar to other known mitigation projects with similar site-specific conditions and circumstances that have been shown to be successful;

(ii) Documentation by a qualified professional demonstrates that the proposed mitigation actions will provide functions and values that are significantly greater than the wetland being impacted; or

(iii) The proposed mitigation actions are conducted in advance of the impact and have been shown to be successful over the course of at least one full year.

(d) Minimum ~~Replacement~~ Mitigation Ratio. In all cases of permanent wetland impacts, a minimum acreage replacement ratio of one to one shall be required.

(7) Wetland Enhancement as Mitigation.

~~(a)~~ Impacts to wetlands may be mitigated by enhancement of existing significantly degraded wetlands only after a one-to-one minimum acreage replacement ratio has been satisfied. Applicants proposing to enhance wetlands must produce a critical areas study that identifies how enhancement will increase the functions of the degraded wetland and how this increase will adequately mitigate for the loss of wetland function at the impact site.

~~(b) At a minimum, enhancement acreage shall be double the acreage required for creation or restoration under subsection (6)(a) of this section. The ratios shall be greater than double the required acreage where the enhancement proposal would result in minimal gain in the performance of wetland functions and/or result in the reduction of other wetland functions currently being provided in the wetland.~~

(8) Restoration Required. Restoration shall be required when a wetland or its buffer is altered in violation of law or without any specific permission or approval by the City in accordance with the following provisions:~~.~~

(a) A mitigation plan for restoration ~~shall~~ conforming to the requirements of this chapter and section shall be provided. ~~(Ord. O2005-193 § 1; Ord. O99-29 § 1)~~

(b) On sites where non-native vegetation was cleared, restoration shall include installation of native vegetation with a density equal to or greater than the pre-altered site conditions.

21A.50.315 Wetlands – Alternative Mitigation ~~banking.~~

(1) Wetland banking:

(a) Credits from a wetland mitigation bank may be approved for use as compensation for unavoidable impacts to wetlands when:

(i) Criteria in SMC 21A.50.310(4) are met;

(ii~~a~~) The bank is certified under Chapter 173-700 WAC;

(iii~~b~~) The department determines that the wetland mitigation bank provides appropriate compensation for the authorized impacts;

(iv~~c~~) The proposed use of credits is consistent with the terms and conditions of the bank's certification; and

(v~~d~~) The compensatory mitigation agreement occurs in advance of authorized impacts.

(b~~2~~) Replacement ratios for projects using bank credits shall be consistent with replacement ratios specified in the bank's certification.

(c~~3~~) Credits from a certified wetland mitigation bank may be used to compensate for impacts located within the service area specified in the bank's certification. In some cases, bank service areas may include portions of more than one adjacent drainage basin for specific wetland functions.

(d~~4~~) Implementation of a mitigation bank is subject to City council review and approval. ~~(Ord. O2005-193 § 1)~~

(2) Fee-in-lieu Mitigation~~:~~.

(a) Fee-in-lieu mitigation may be approved for use as compensation for approved impacts to wetlands, when:

(i) The approved wetland impact is related to the approval of a single family home, City of Sammamish capital improvement project, or development proposal within the Town Center;

(ii) Criteria in SMC 21A.50.310(4) are met;

(iii) The fee-in-lieu mitigation program is state certified;

(iv) The department determines that the wetland fee-in-lieu mitigation provides appropriate compensation for the authorized impacts;

(v) The proposed use of fee-in-lieu mitigation is consistent with the terms and conditions of the fee-in-lieu mitigation program; and

(vi) The compensatory mitigation agreement occurs in advance of authorized impacts.

(b) Fee-in-lieu mitigation may be authorized in the city based upon the following order of preference:

(i) A city approved program that utilizes receiving mitigation sites within the same sub-basin as the approved wetland impact.

(ii) The King County Mitigation Reserves Program, or other approved program that gives priority to sites within the same sub-basin.

(iii) A city approved program, the King County Mitigation Reserves Program, or other approved program that gives priority to sites that will expand or improve habitat for Lake Sammamish Kokanee.

(iv) The King County Mitigation Reserves Program, or other approved program that gives priority to sites within the same sub-basin and/or a pre-defined service area that includes the city of Sammamish.

Attachment A

21A.50.320 Wetlands – ~~Limited exemption~~ Development Flexibilities. The following alterations shall be authorized if the director determines that the cumulative impacts do not unduly counteract the purposes of this chapter SMC 21A.50 Environmentally Critical Areas and are mitigated pursuant to an approved mitigation plan.

(1) Isolated wetlands~~-~~, as designated by a qualified professional using the adopted Washington State Wetland Rating System for Western Washington in a written and approved critical areas study meeting the requirements of SMC 21A.50.130, with a total area of ~~less~~up to ~~than~~ 1,000 square feet may be exempted from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) and the provisions of SMC 21A.50.290 and may be altered ~~and may be altered by filling or dredging if the City determines that the cumulative impacts do not unduly counteract the purposes of this chapter and are mitigated pursuant to an approved mitigation plan~~.

(2) Category III and IV wetlands with a total area of 4,000 square feet or less may have the buffer reduced by 15 feet, provided:

(a) The wetland does not score 15 points or greater for habitat in the adopted Western Washington Rating System; and,

(b) The buffer functions associated with the area of the reduced buffer width are mitigated through the enhancement of the wetland, the remaining on-site wetland buffer area, and/or other adjoining high value habitat areas as needed to replace lost buffer functions and values; and

(c) No subsequent buffer reduction or averaging is authorized.

(3) Pilot Program.

(a) Establishment of Pilot Program. A Pilot Program is hereby established to allow isolated category III and IV wetlands to be exempted from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) and the provisions of SMC 21A.50.290, subject to the provisions of this section.

(b) Purpose. The purpose of this Pilot Program is to allow for limited alterations of low habitat value isolated category III and IV wetlands with an area of 4,000 square feet or less, to evaluate the effects of such alterations on hydrologic, habitat, and water quality functions and values.

(c) Application. Applications for eligible projects meeting the provisions of subsections (d) through (g) below must be submitted within two calendar years from the effective date of the revision to the Sammamish Shoreline Master Program.

(d) Pilot Program Administration.

(i) Three (3) projects associated with the construction of a single family home are authorized by this pilot project, subject to the provisions of this section.

(i) Eligible projects shall be accepted in the order received. To qualify for submittal, an applicant must have a complete application as described in the city's application material

and SMC 20.05, and completed any necessary preliminary steps prior to application as set forth in SMC 20.05.

(ii) In the event that an application for a project accepted into the Pilot Program is withdrawn by the applicant or cancelled by the director prior to the expiration of the Pilot Program, the next submitted application shall be accepted into the Pilot Program.

(iii) The director shall use the authority under SMC 20.05.100 to ensure expeditious processing of applications. In particular, the director shall set a reasonable deadline for the submittal of corrections, studies, or other information when requested; an extension may be provided based upon a reasonable request. Failure by the applicant to meet a deadline shall be cause for the department to cancel/deny the application.

(e) Eligible Projects. Subject to the limitation in the total number of projects in subsection (d) above, wetlands that meet the following criteria, may be exempted from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) and the provisions of SMC 21A.50.290 and may be altered. To be eligible, a critical areas study prepared by a qualified professional shall be approved by the director and shall document the following:

(i) The wetland is a category III or IV wetland that is hydrologically isolated from other aquatic resources; and

(ii) The total area of the isolated wetland is 4,000 square feet or less; and

(iii) The wetland is not adjacent to a riparian area; and

(iv) The wetland has a score of 15 points or less for habitat in the adopted Western Washington Rating System; and

(v) The wetland does not contain habitat identified as essential for local populations of priority species identified by Washington Department of Fish and Wildlife.

(f) Mitigation. Mitigation to replace lost wetland functions and values, consistent with SMC 21A.50.310 shall be prepared for review and approval by the director; and,

(g) Monitoring. Monitoring of the effect on biologic, hydrologic, and water quality, and assessment of the performance of required mitigation shall be provided by the applicant for five (5) years following the completion of pilot projects authorized by this section. Annual monitoring reports shall be provided to the city for review and approval. Monitoring shall include the collection and analysis of data for the purpose of understanding and documenting changes in natural ecosystems, functions and features including, but not limited to, gathering baseline data.

(h) No subsequent exemption from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) or SMC 21A.50.290 is authorized for the property participating in this pilot program.

(i) Effective Date. The pilot program described in this subsection (3) shall take effect following the adoption of the pilot program into a Department of Ecology approved Sammamish Shoreline Master Program.

21A.50.322 Wetland management area – Special district overlay.

(1) The purpose of the wetland management area special overlay district is to provide a means to designate certain unique and outstanding wetlands when necessary to protect their functions and values from the impacts created from geographic and hydrologic isolation and impervious surface.

(2) The wetland management area special overlay district shall be designated on critical areas maps maintained by the department of community development.

(3) The following development standards shall be applied in addition to all applicable requirements of this chapter to development proposals located within a wetland management area district overlay:

(a) All development proposals on properties zoned R-1 in wetland management areas shall have a maximum impervious surface area of eight percent of the gross acreage of the site. Distribution of the allowable impervious area among the platted lots shall be recorded on the face of the plat. Impervious surface of existing streets need not be counted towards the allowable impervious area. The provisions of this section shall not apply to the Sammamish Town Center Study Area as identified in Ordinance O2005-185;

(b) All subdivisions and short subdivisions on properties identified in a management area for clustering and set aside requirements in the East Lake Sammamish Basin and Nonpoint Action Plan (1994) shall be required to cluster away from wetlands or the axis of corridors along stream tributaries and identified swales connecting wetlands. At least 50 percent of all portions of the property located within wetland management areas identified for vegetation retention shall be left in native vegetation, preferably forest, and placed in a permanent open space tract. The open space tract shall be designed to maximize the amount of separation between any critical areas and the proposed development. If no critical area tracts are required, the open space tract shall be located to provide additional protection to nearby wetlands;

(c) Clearing and grading activity from October 1st through April 30th shall meet the provisions of SMC 16.15.120(4) wherever not already applicable;

(d) All R-1 zoned properties within wetland management areas, as identified in the East Lake Sammamish Basin and Nonpoint Action Plan, shall retain native vegetation, or revegetate with trees to meet the following standards:

(i) Fifty percent of the site area shall be used to retain trees or revegetate with trees;

(ii) Retained vegetation shall be located primarily within the 50 percent open space area required by SMC 21A.25.030;

(iii) Retained vegetation shall consist primarily of trees with 0.0096 significant trees per square foot;

(iv) Areas revegetated shall provide 0.012 trees per square foot. Planted trees shall be planted primarily in the required open space area and shall be of a caliper or height approved by the director. ~~shall meet the following specifications:~~

~~(A) Coniferous trees shall be at least three feet tall;~~

~~(B) Deciduous trees shall be at least five feet tall; and~~

~~(C) Trees shall be planted primarily in the required open space area;~~

(v) The provisions of this section shall not apply to the Sammamish Town Center Study Area as identified in Ordinance O2005-185; and

(e) The director may, based upon review and approval of a critical areas special study, modify the provisions of this chapter to allow for:

(i) The installation of site access; provided, that the applicant shall limit impervious surfaces to the minimum required to grant access; or

(ii) Development using low impact development techniques to achieve standards adopted by the City that will demonstrably minimize development impacts consistent with subsections (3)(a) through (c) of this section. (Ord. O2005-193 § 1)

21A.50.325 Fish and wildlife habitat conservation areas – Development standards.

A development proposal that includes ~~alteration of~~ a fish and wildlife habitat conservation area or buffer shall meet the following requirements:

(1) When appropriate due to the type of habitat or species present or the project area conditions, the director may require a critical areas study that includes a habitat management plan consistent with the latest guidance from the Department of Fish and Wildlife. If the habitat conservation area is also classified as a stream, lake~~, pond~~ or a wetland, then the stream, lake~~, pond~~ or wetland protection standards shall apply and habitat management shall be addressed as part of the stream, lake~~, pond~~ or wetland review; provided, that the City may impose additional requirements when necessary to provide for protection of the habitat conservation areas consistent with this chapter.

(2) The director may require the following site- and proposal-related information with the critical areas study:

(a) Identification of any endangered, threatened, sensitive or candidate species that have a primary association with habitat on or adjacent to the project area, and an assessment of potential project impacts to the species;

(b) A discussion of any federal or state management recommendations, including Washington Department of Fish and Wildlife habitat management recommendations, that have been developed for species or habitats located on or adjacent to the project area;

(c) A discussion of any ongoing management practices that will protect habitat after the project site has been developed, including any proposed monitoring, maintenance, and adaptive management programs; ~~and~~

(d) When appropriate due to the type of habitat or species present or the project area conditions, the director may also require the habitat management plan to include an evaluation by the State Department of Fish and Wildlife, local Native American Indian Tribe, or other qualified professional regarding the applicant's analysis and the effectiveness of any proposed mitigating measures or programs, to include any recommendations as appropriate; and~~.~~

(e) When appropriate, information from the Washington Department of Fish and Wildlife's Fish and Wildlife's Backyard Wildlife Sanctuary Program shall be included.

(3) General Requirements. Habitat conservation areas that are ~~lakes~~ on Lake Sammamish, Pine Lake, and Beaver Lake shall be governed by the requirements of the Sammamish Shoreline Master program. Other habitat conservation areas are subject to the following provisions:

(a) The department shall require the establishment of buffer areas for development activities in, or adjacent to, habitat conservation areas when needed to protect habitat conservation areas. Buffers shall consist of an undisturbed area of native vegetation, or areas identified for restoration, established to protect the integrity and functions of the habitat. Required buffer widths shall consider the management recommendations identified in subsection (2) of this section and reflect the sensitivity of the habitat and the type and intensity of human activity proposed to be conducted nearby. When a species is more susceptible to adverse impacts during specific periods of the year, seasonal restrictions may apply. Development activities may be further restricted and buffers may be increased during the specified season.

(b) Where applicable, a fish and wildlife habitat corridor shall be established as required in 21A.50.327.

(c~~b~~) A habitat conservation area may be altered only if the proposed alteration of the habitat or the mitigation proposed does not reduce the quantitative and qualitative functions and values of the habitat, except in accordance with this chapter.

(d) In addition to the provisions of SMC 21A.50.060, removal of any native vegetation or woody debris from the habitat conservation area may be allowed only as part of an approved habitat management plan, critical areas study, and/or alteration plan.

(e~~c~~) Low impact uses and development activities which are consistent with the purpose and function of the habitat conservation area and do not detract from its integrity may be permitted within the conservation area depending on the sensitivity of the habitat area. Examples of uses and development activities which may be permitted in appropriate cases include trails that are pervious, viewing

platforms, storm water management facilities such as grass-lined swales, utility easements and other similar uses and development activities; provided, that any impacts to the habitat resulting from such permitted facilities shall be fully mitigated.

(f~~d~~) Whenever development activities are proposed in or adjacent to a habitat conservation area with which state or federally endangered or threatened species have a primary association, such area shall be protected through the application of measures in accordance with a critical areas report prepared by a qualified professional and approved by the City of Sammamish, with guidance provided by the appropriate state and/or federal agencies.

(g~~f~~) Plant, wildlife, or fish species not indigenous to the coastal region of the Pacific Northwest shall not be introduced into habitat conservation areas unless authorized by this chapter and by any required state or federal permit or approval.

(g) Mitigation sites shall be located to achieve contiguous wildlife habitat corridors in accordance with a mitigation plan that is part of an approved critical areas report to minimize the isolating effects of development on habitat areas, so long as mitigation of aquatic habitat is located within the same aquatic ecosystem as the area disturbed.

(h) The director shall condition approvals of development activities allowed within or adjacent to a habitat conservation area or its buffers, as necessary, to minimize or mitigate any potential adverse impacts. Conditions may include, but are not limited to, the following:

(i) Establishment of buffer zones;

(ii) Preservation of critically important vegetation;

(iii) Limitation of public access to the habitat area, including fencing to deter unauthorized access;

(iv) Seasonal restriction of development activities;

(v) Establishment of a duration and timetable for periodic review of mitigation activities; and

(vi) Requirement of a performance bond, when necessary, to ensure completion and success of proposed mitigation.

(i~~h~~) Mitigation of alterations to habitat conservation areas shall achieve equivalent or greater biologic functions, and shall include mitigation for adverse impacts from the proposed development as appropriate. Mitigation shall address each function affected by the alteration to achieve functional equivalency or improvement on a per-function basis. (Ord. O2005-193 § 1)

21A.50.327 Fish and w~~W~~ildlife habitat corridors.

~~Habitat~~ On development proposal sites that contain Type F or Np streams and/or wetlands with a high habitat score greater than or equal to 29, that are also located within 200 feet of an on-site or off-site Type F or Np stream and/or wetland with a high habitat score greater than or equal to 29, ~~corridors~~ a fish and

wildlife habitat corridor shall be set aside and protected ~~for preserving connections between habitats along the designated wildlife habitat network~~ as follows:

~~(1) Habitat corridors shall be identified and protected in one of the following ways:~~

(1) ~~(a)~~ Subdivisions and short subdivisions shall either place the corridor in a contiguous permanent open space tract with all developable lots sited on the remaining portion of the project site, or shall design the lots so that conservation easements on individual lots can form a contiguous easement covering the corridor;

(2) ~~(b)~~ Individual lots shall place the corridor in a conservation easement.

~~(2)~~(3) The fish and wildlife habitat corridor shall be sited on the property in order to meet the following conditions, where feasible:

(a) Forms one contiguous tract that connects on-site high value habitat areas to other on-site or off-site high value habitat areas. ~~that enters and exits the property at the points the designated wildlife habitat network crosses the property boundary~~;

(b) New development proposals shall provide a minimum fish and wildlife habitat corridor width of 300 feet or a corridor width that is consistent with an approved habitat management plan ~~Maintains a width, wherever possible, of 300 feet. The network width shall not be less than 150 feet wide at any point~~;

(c) In addition to the provisions of SMC 21A.50.060, development proposals on sites constrained by a fish and wildlife habitat corridor and where development already exists, shall maintain a minimum fish and wildlife habitat corridor width of 300 feet unless, through an approved habitat management plan, it can be shown that a lesser habitat corridor width supports and maintains the corridor's function and value; ~~and~~

(~~c~~d) Be contiguous with ~~and may~~ include and / or connect ~~sensitive~~ critical areas, ~~tracts and their~~ buffers, and open space tracts or wooded areas onsite or on adjacent properties, if present;~~.~~ and

(e) The director may modify corridor widths based on supporting ~~conditions~~ documentation from an approved habitat management plan.

(4) Fish and wildlife habitat corridors do not parallel Type Np streams, except as required to provide a connection between two features as described above.

~~(3) When feasible, the wildlife habitat corridor shall be sited on the property in order to meet the following conditions:~~

~~(a) Connect isolated critical areas or habitat; and~~

~~(b) Connect with wildlife habitat corridors, open space tracts or wooded areas on adjacent properties, if present.~~

~~(4) The wildlife corridor tract shall be permanently marked consistent with the methods contained in SMC 21A.50.170. Conservation easements are exempt from the permanent marking requirement.~~

(~~5~~4) A management plan for the wildlife corridor contained within a tract or tracts shall be prepared that specifies the permissible extent of recreation, forestry or other uses compatible with preserving and enhancing the wildlife habitat value of the tract or tracts. The management plan shall be reviewed and approved by the department. The approved management plan for a subdivision shall be contained within and recorded with the covenants, conditions and restrictions (CCRs). If the wildlife corridor is contained in a conservation easement, a management plan is not required, but may be submitted to the department for review and approval, and recorded with the conservation easement.

(5~~5~~) Clearing within the wildlife corridor contained in a tract or tracts shall be limited to that allowed by the management plan or as otherwise allowed by this chapter. No clearing, including the removal of woody debris, -shall be allowed within a wildlife corridor contained within a conservation easement on individual lots, unless the property owner has an approved management plan.

(6~~6~~) Where feasible, ~~A~~a homeowners' association or other entity capable of long-term maintenance and operation shall be established to monitor and assure compliance with the management plan. The association shall provide homeowners with information on Washington Department of Fish and Wildlife's Backyard Wildlife Sanctuary Program.

(~~8~~9) Wildlife corridors set aside in tracts or conservation easements shall meet the provisions in SMC 16.15.120.

(~~9~~10) The permanent open space tract containing the wildlife corridor may be credited toward the other applicable requirements such as surface water management and the recreation space requirement of SMC 21A.30.140, provided the proposed uses within the tract are compatible with preserving and enhancing the wildlife habitat value. Restrictions on other uses within the wildlife corridor tract shall be clearly identified in the management plan.

(11~~0~~) Low impact uses and activities which are consistent with the purpose and function of the habitat corridor and do not detract from its integrity may be permitted within the corridor depending on the sensitivity of the habitat area. Examples of uses and activities which may be permitted in appropriate cases include trails that are pervious, viewing platforms, storm water management facilities such as grass-lined swales, utility easements and other similar uses, or activities otherwise described and approved by the Washington Department of Fish and Wildlife ~~and activities~~; provided, that any impacts to the corridor resulting from such permitted facilities shall be fully mitigated.

(12~~1~~) At the discretion of the director, these standards may be waived or reduced for public facilities such as schools, fire stations, parks, and public road projects. (Ord. O2005-193 § 1)

21A.50.330 Streams – Development standards.

A development proposal on a parcel or parcels containing a stream or associated buffer of a stream located on-site or off-site shall meet the following requirements:

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(1) The following standard buffers shall be established from the ordinary high water mark or from the top of the bank if the ordinary high water mark cannot be identified:

Stream Type	Standard Buffer Width (ft)
Type S:	150
Type F:	150
Type Np:	75
Type Ns:	50

(a) Where a legally established and constructed street or the East Lake Sammamish Trail transects a stream buffer, the department may approve a modification of the standard buffer width to the edge of the street or the East Lake Sammamish Trail if the isolated part of the buffer does not provide additional protection of the stream and provides insignificant biological, geological or hydrological buffer functions relating to the stream. If the resulting buffer distance is less than 50 percent of the standard buffer, no further reduction shall be allowed.

(b) Where a buffer has been previously established on a legally created parcel or tract that was legally established according to the regulations in place at the time of establishment~~through City or county development review on or after November 27, 1990~~, and is permanently recorded on title or placed within a separate tract, the buffer shall ~~be~~ remain as previously established, provided it is ~~at least~~equal to or greater than 50 percent of the required standard buffer distance for the applicable stream category.~~.~~

(2) Any stream with an ordinary high water mark within 25 feet of the toe of a slope 30 percent or steeper, but less than 40 percent, shall have:

(a) The minimum buffer required for the stream class involved or a 25-foot buffer beyond the top of the slope, whichever is greater, if the horizontal length of the slope, including small benches and terraces, is within the buffer for that stream class; or

(b) A 25-foot buffer beyond the minimum buffer width required for the stream class involved if the horizontal length of the slope, including small benches and terraces, extends beyond the buffer for that stream class.

(3) Any stream adjoined by a riparian wetland or other contiguous critical area shall have the buffer required for the stream type involved or the buffer that applies to the wetland or other critical area, whichever is greater.

(4) Buffer Averaging. Buffer width averaging may be allowed by the City if:

(a) It will provide additional natural resource protection, as long as the total area contained in the buffer on the development proposal site does not decrease (see also SMC 21A.30.210(4) for buffer compensation requirements for trails);

(b) The stream contains variations in sensitivity due to existing physical characteristics or the character of the buffer varies in slope, soils, or vegetation, and the stream would benefit from a wider buffer in places and would not be adversely impacted by a narrower buffer in other places;

(c) The buffer width is not reduced to less than 50 percent of the standard buffer;~~ and~~

(d~~e~~) The buffer is associated with a development proposal and it will not further encumber a neighboring property not owned by the applicant~~.~~; and,

(e~~d~~) Buffer averaging may be used in conjunction with buffer reduction options in this section, provided the total combined reduction does not reduce the buffer to less than 50 percent of the standard buffer width at any location.

(5) Increased Buffers. Increased b~~B~~uffer widths ~~shall~~ may be required by ~~the~~ a distance necessary ~~City when necessary~~ to protect:

(a) Fish and wildlife habitat conservation areas and habitat connections based on an approved habitat management plan as defined by the Department of Fish and Wildlife;

(b) Landslide or erosion hazard areas contiguous to streams;

(c) Groundwater recharge and discharge area;

(d) Or to offset buffer impacts, such as trail and utility corridors; and

(e) At risk ecological stream~~s~~ functions including, but not limited to the following:~~, critical drainage areas, critical fish and wildlife habitat landslide or erosion hazard areas contiguous to streams, and groundwater recharge and discharge area, or to offset buffer impacts, such as trail and utility corridors.~~

(i) Habitat complexity, connectivity and biological functions;

(ii) Seasonal hydrological dynamics as provided in the adopted Surface Water Design Manual;

(iii) Sediment removal and erosion control;

(iv) Pollutant removal;

(v) Large wood debris (LWD) recruitment;

(vi) Water temperature;

(vii) Wildlife habitat; and

(viii) Microclimate.

(6) Buffer Reduction. Buffers may be reduced when buffer-reduction impacts are mitigated and result in equal or greater protection of the ecological stream functions.

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Prior to considering buffer reductions, the applicant shall demonstrate application of mitigation sequencing as required in SMC 21A.50.135. A plan for mitigating buffer-reduction impacts must be prepared using selected incentive-based mitigation options from the list below, and is subject to approval by the City. The following incentive options for reducing standard buffer widths shall be considered cumulative up to a maximum reduction of 50 percent of the standard buffer width. In all circumstances where a substantial portion of the remaining buffer is degraded, the buffer reduction plan shall include replanting with native vegetation in the degraded portions of the remaining buffer area and shall include a five-year monitoring and maintenance plan.

(a) ~~Installation of biofiltration/infiltration mechanisms: up to 20 percent reduction in standard buffer width for the installation of bioswales,~~ Up to 20 percent reduction in the standard buffer width may be allowed if water quality is improved in excess of the requirements of the adopted surface water design manual and Title 13 Surface Water Management, through the use of created and/or enhanced wetlands, or ponds supplemental to existing storm drainage and water quality requirements.

(b) Removal of existing impervious surfaces:

(i) Up to 10 percent reduction in standard buffer width if impervious surfaces within the to-be-remaining buffer area are reduced by at least 50 percent; or

(ii) Up to 20 percent reduction in standard buffer width if the to-be-remaining buffer area is presently more than 50 percent impervious and all of it is to be removed.

(c) Removal of invasive, nonnative vegetation: up to 10 percent reduction in standard buffer width for the removal and extended (minimum five-year) monitoring and continued-removal maintenance of relatively dense stands of invasive, nonnative vegetation from significant portions of the remaining buffer area.

(d) Restoration, preservation and maintenance of the existing stream and buffer vegetation if the following conditions are present and/or attainable as a result of action:

(i) An undisturbed vegetated buffer is preserved in the remaining buffer width; and,

(ii) Existing buffer conditions are degraded such that more than 40 percent of the buffer is covered by non-native/invasive plant species and the buffer is restored according to a city-approved restoration plan to improve wetland buffer functions; and,

(iii) Native tree or shrub vegetation covers less than 25 percent of the total buffer area and the area will be re-vegetated according to a city-approved restoration plan with native trees and shrubs to replace impacted buffer functions;

(iv) The stream buffer has slopes of less than 25 percent; and

(v) The buffer reduction determination and percentage shall be on a site by site basis based on the applicant's plan and demonstration of improvement to water quality and habitat functions.

(ed) In-stream habitat enhancement:

(i) Up to 20 percent reduction in standard buffer width for log structure placement, bioengineered bank stabilization, or culvert removal; or

(ii) Up to 30 percent reduction in standard buffer width for improving fish passage and/or creation of side channel or backwater areas.

(fe) If not already required under an existing development proposal, installation of oil/water separators for storm water quality control: up to 10 percent reduction in standard buffer width.

(gf) Use of pervious material for driveway/road construction: up to 10 percent reduction in standard buffer width.

(hg) Restoration of on-site buffer and habitat areas, or restoration of off-site buffer and habitat areas within the same sub-basin of the impacted stream if no on-site restoration is possible:

(i) Up to 10 percent reduction in standard buffer width if restoration area is at a 2:1 ratio or greater; or

(ii) Up to 20 percent reduction in standard buffer width if restoration area is at a 4:1 ratio or greater.

(ih) Removal of significant refuse or sources of toxic material: up to 10 percent reduction in standard buffer width.

(78) The use of hazardous substances, pesticides and fertilizers in the stream corridor and its buffer may be prohibited by the City.

(89) The introduction of livestock into a stream or stream buffer is prohibited.The livestock restrictions in SMC 21A.50.290 shall also apply to Type S and F streams and their buffers. (Ord. O2005-193 § 1; Ord. O2005-172 § 4; Ord. O99-29 § 1)

(10) In addition to the provisions of SMC 21A.50.060, Rremoval of any native vegetation or woody debris from the stream or stream buffer may be allowed only as part of an approved habitat management plan, critical areas study, and/or alteration plan.

21A.50.340 Streams – Permitted alterations.

Alterations to streams and stream buffers are not allowed except as provided for by complete exemptions, allowances for existing urban development and other uses, partial exemptions and exceptions in this chapter or as allowed for by this section.

(1) Alterations may only be permitted if based upon a critical areas study conducted in accordance with SMC 21A.50.130 that determines the proposed development will:

(a) Protect, restore or enhance the habitat, natural drainage, or other valuable functions of the stream resulting in a net improvement to the stream and stream buffer;

(b) Design, implement, maintain and monitor a restoration or enhancement plan prepared by a qualified professional;

(c) Perform the restoration or enhancement under the direction of a qualified professional; and

(d) Will otherwise be consistent with the purposes of this chapter.

(2) The applicant shall notify affected communities and native tribes of proposed alterations prior to any alteration if a stream is in a flood hazard area and shall submit evidence of such notification to the Federal Insurance Administration.

(~~3~~43) There shall be no introduction of any plant or wildlife which is not indigenous to the coastal region of the Pacific Northwest into any stream or buffer unless required ~~authorized~~ by a state or federal permit or approval or as otherwise allowed by SMC 21A.50.060 – Allowance for Existing Urban Development and Other Uses.

(45) Utilities may be allowed in stream buffers if:

(a) No reasonable alternative location is available;

(b) The utility corridor meets any additional requirements for installation, replacement of vegetation and maintenance, as needed to mitigate impacts;

(c) The requirements for sewer utility corridors in SMC 21A.50.300 shall also apply to streams; and

(d) Joint use of an approved sewer utility corridor by other utilities may be allowed.

(~~5~~6) Where technically feasible, surface water discharge shall be located outside of the stream and stream buffer. If surface water discharge to a stream or stream buffer is unavoidable, the following management activities and provisions shall apply:

~~The following surface water management activities and facilities may be allowed in stream buffers as follows~~:

(a) Surface water discharge to a stream from a flow control or water quality treatment facility, sediment pond or other surface water management activity or facility may be allowed if the discharge is in compliance with the applicable City-adopted storm water requirements.

(b) A Type ~~Np or~~ Ns stream buffer may be used as a regional storm water management facility if:

(i) A public agency and utility exception is granted pursuant to SMC 21A.50.070;

(ii) All requirements of the applicable City-adopted storm water requirements are met;

(iii) The use will not lower the rating or alter the factors used in rating the stream; and

(iv) There are no significant adverse impacts to the stream or habitat.

(~~6~~7) Except as provided in subsection (7) of this section, public and private trails may be allowed in stream buffers consistent with the standards and requirements in this chapter, the development standards in Chapter 21A.30 SMC, and requirements elsewhere in the SMC. Proposals for constructing viewing platforms, associated access trails, and spur trails must be reviewed by a qualified professional and a critical areas study may be required.

(~~7~~8) Crossings. The use of existing crossings, including but not limited to utility corridors, road and railroad rights-of-way, across streams or buffers for public or private trails is preferred to new crossings, subject to the standards and requirements in the SMC. New stream crossings may be allowed and may encroach on the otherwise required stream buffer if:

(a) Bridges, bottomless culverts or other appropriate methods demonstrated to provide fisheries protection shall be used for stream crossings and the applicant shall demonstrate that such methods and their implementation will pose no harm to the stream habitat or inhibit migration of anadromous fish;

(b) All crossings are constructed during the summer low flow and are timed to avoid stream disturbance during periods when use is critical to resident or anadromous fish including salmonids;

(c) Crossings do not occur over spawning areas used by resident or anadromous fish including salmonids unless the City determines that no other reasonable crossing site exists;

(d) Bridge piers or abutments are not placed within the FEMA floodway or the ordinary high water mark;

(e) Crossings do not diminish the flood-carrying capacity of the stream;

(f) Underground utility crossings are laterally drilled and located at a depth of four feet below the maximum depth of scour for the base flood predicted by a civil engineer licensed by the state of Washington. Temporary bore pits to perform such crossings may be permitted within the stream buffer established in SMC 21A.50.330. Crossing of Type Ns streams when dry may be made with open cuts; and

(g) Trail crossings shall use bridges and boardwalks consistent with the design requirements of the Washington Department of Fish and Wildlife [WDFW, 2003, Design of Road Culverts for Fish Passage as amended]; and

(h)~~(g)~~ The number of crossings is minimized and consolidated to serve multiple purposes and properties whenever possible.

(~~8~~9) Relocations. Stream relocations may be allowed only for:

(a) Type F, Np, and Ns streams as part of a public road, trail, or park project for which a public agency and utility exception is granted pursuant to SMC 21A.50.050; and

(b) Type F, Np and Ns streams for the purpose of enhancing resources in the stream if:

(i) Appropriate floodplain protection measures are used; and

(ii) The relocation occurs on-site, except that relocation off-site may be allowed if the applicant demonstrates that any on-site relocation is impracticable, the applicant provides all necessary easements and waivers from affected property owners and the off-site location is in the same drainage sub-basin as the original stream.

(~~9~~10) For any relocation allowed by this section, the applicant shall demonstrate, based on information provided by qualified professionals, including a civil engineer and a biologist, that:

(a) The equivalent base flood storage volume and function will be maintained;

(b) There will be no adverse impact to local groundwater;

(c) There will be no increase in velocity;

(d) There will be no interbasin transfer of water;

(e) There will be no increase in sediment load;

(f) Requirements set out in the mitigation plan are met;

(g) The relocation conforms to other applicable laws; and

(h) All work will be carried out under the direct supervision of a qualified biologist.

(~~10~~11) A stream channel may be stabilized if:

(a) Movement of the stream channel threatens existing residential or commercial structures, public facilities or improvements, unique natural resources or the only existing access to property;

(b) The stabilization is done in compliance with the requirements of SMC 21A.50.230; and

(c) Soft-bank stabilization techniques are utilized unless the applicant demonstrates that soft-bank techniques are not a reasonable alternative due to site-specific soil, geologic and/or hydrologic conditions.

(~~11~~12) Replacement of existing culverts to enhance stream habitat, not associated with any other development proposal, may be allowed if accomplished according to a plan for its design, implementation,

maintenance, and monitoring prepared by qualified professionals, including a civil engineer and a biologist, and carried out under the direction of a qualified biologist.

(~~12~~13) Stream and habitat restoration or enhancement may be allowed if:

(a) The restoration is sponsored or approved by a public agency with a mandate to do such work;

(b) The restoration is unassociated with mitigation of a specific development proposal;

(c) The restoration is limited to placement of rock weirs, log controls, spawning gravel, and other specific habitat improvements for resident or anadromous fish including salmonids;

(d) The restoration only involves the use of hand labor and light equipment; or the use of helicopters and cranes that deliver supplies to the project site; provided, that they have no contact with critical areas or their buffers; ~~and~~

(e) The restoration is performed under the direction of qualified professionals; and,

(f) Stream relocation , if proposed, may be approved pursuant to 21A.50.340(9) as part of an approved restoration plan.

(~~13~~14) Roadside ditches that carry streams with salmonids may be maintained through the use of best management practices developed in consultation with relevant City, state, and federal agencies.

~~(14) Reconstruction, remodeling, or replacement of an existing structure upon another portion of an existing impervious surface that was established pursuant to City ordinances and regulations may be allowed, provided:~~

~~(a) If within the buffer, the structure is located no closer to the stream than the existing structure; and~~

~~(b) The existing impervious surface within the buffer or stream is not expanded as a result of the reconstruction or replacement. (Ord. O2005-193 § 1; Ord. O2005-172 § 4; Ord. O99-29 § 1)~~

21A.50.350 Streams – Mitigation requirements.

When mitigation for stream or stream buffer impacts is required, mitigation shall meet the requirements listed in SMC 21A.50.145 in addition to the following supplementary requirements:

(1) Equivalent or Greater Functions. Mitigation for alterations to stream(s) and/or stream buffer(s) shall achieve equivalent or greater functions including, but not limited to:

(a) Habitat complexity, connectivity, and other biological functions;

(b) Seasonal hydrological dynamics, water storage capacity and water quality; and

(c) Geomorphic and habitat processes and functions.

(2) Mitigation Type and Location. Mitigation actions shall be in-kind and conducted within the same sub-basin and on the same site as the alteration, except when the following apply:

(a) There are no reasonable on-site opportunities for mitigation or on-site opportunities do not have a high likelihood of success due to development pressures, adjacent land uses, or on-site buffers or connectivity are inadequate;

(b) Off-site mitigation has a greater likelihood of providing equal or improved functions than the impacted stream; and

(c) Off-site locations ~~shall~~ have been identified and evaluated in the following order of preference:

(i) Within the same drainage subbasin;

(ii) Within the city limits;

(iii) Within the Sammamish service area for an approved fee-in-lieu or mitigation bank program sites within the city limits in accordance with the provisions of this section;

(iv~~i~~) Within the Sammamish service area for an approved fee-in-lieu or mitigation bank program sites within the WRIA 8 in accordance with the provisions of this section.~~be in the same sub-basin.~~

(3) Fee-In-Lieu Stream Mitigation Program. Fee-in-lieu mitigation may be authorized for approved stream impacts, provided that the impact is related to the approval of a single family home, City of Sammamish capital improvement project, or development proposal within the Town Center. Fee in lieu mitigation shall be subject to the avoidance sequence requirements– and mitigation measures of this title, and the approval of a program by the city, to be used in the following order of preference:

(a) A city approved program that utilizes receiving mitigation sites within the same sub-basin as the approved wetland impact.

(b) The King County Mitigation Reserves Program, or other approved program that gives priority to sites within the same sub-basin.

(c) A city approved program, the King County Mitigation Reserves Program, or other approved program that gives priority to sites that will expand or improve habitat for Lake Sammamish Kokanee.

(d) The King County Mitigation Reserves Program, or other approved program that gives priority to sites within the same sub-basin and/or a pre-defined service area that includes the city of Sammamish.

(3) Mitigation Timing. Where feasible, mitigation projects shall be completed prior to activities that will disturb streams. In all other cases, mitigation shall be completed immediately following disturbance and prior

to use or occupancy of the activity or development. Construction of mitigation projects shall be timed to reduce impacts to existing wildlife and flora.

(4) Restoration Required. Restoration shall be required when a stream or its buffer is altered in violation of law or without any specific permission or approval by the City. A mitigation plan for restoration shall conform to the requirements of this chapter and demonstrate that:

(a) The restoration will reliably and demonstrably improve the water quality and fish and wildlife habitat of the stream;~~ and~~

(b) The restoration will have no lasting significant adverse impact on any stream functions;~~.~~ and

(c) On sites where non-native vegetation was cleared, restoration shall include installation of native vegetation with a density equal to or greater than the pre-altered site conditions.

(5) Surface water management or flood control alterations shall not be considered enhancement unless other functions are simultaneously improved. (Ord. O2005-193 § 1; Ord. O2005-172 § 4; Ord. O99-29 § 1)

~~**21A.50.351 Ponds – Development standards.**~~
~~(1) Naturally Occurring Ponds – New Residence Setback and Tree Retention.~~

~~(a) A 50-foot building setback for new residences shall be established from the ordinary high water mark (OHWM) for naturally occurring ponds that are not otherwise regulated by the Sammamish shoreline master program.~~

~~(b) On lots abutting a pond or containing the 50-foot setback area, 25 percent of existing significant trees shall be retained on site. Half of the significant trees to be retained shall be located within the 50-foot building setback area. Where half of the trees to be retained are not present within the setback area, the remaining number may be retained elsewhere on site. (Ord. O2009-264 § 1 (Att. A); Ord. O2005-193 § 1)~~

~~**21A.50.352 Lake Sammamish buffer – Permitted alterations.**~~
~~*Repealed by Ord. O2009-264.* (Ord. O2005-193 § 1)~~

21A.50.355 Lake management areas – Special district overlay.
(1) The purpose of lake management areas is to designate the Beaver Lake and Pine Lake watersheds as special management areas for total phosphorus loading control and to establish standard procedures for evaluating drainage plans and related materials for applications of development within the Beaver Lake and Pine Lake Watersheds (within the East Lake Sammamish drainage basin).

(2) The lake management areas special overlay district shall be designated on critical areas maps maintained by the department of community development.

~~(3) Definitions. In addition to the definitions listed below, all definitions included in the King County Surface Water Design Manual are hereby adopted by reference.~~

~~(a) "AKART" means all known, available, and reasonable methods of prevention, control, and treatment.~~

~~(b) "Eutrophic" means a trophic status characterized by moderately high algal productivity, more serious oxygen depletion in the bottom waters, some recreational use impairment, summer chlorophyll a concentration greater than 10 micrograms/liter, a summer Secchi depth of less than two meters, and a winter total phosphorus concentration greater than 20 micrograms/liter.~~

~~(c) "Hypereutrophic" means a trophic status characterized by high algal productivity, intense algal blooms, fish kills due to oxygen depletion in the bottom waters, frequent recreational use impairment, summer chlorophyll a concentration greater than 10 micrograms/liter, a summer Secchi depth generally less than two meters, and a winter total phosphorus concentration greater than 30 micrograms/liter.~~

~~(d) "Lake management plan" means the plan (and supporting documents as appropriate) describing the lake management recommendations and requirements.~~

~~(e) "Mesotrophic" means a trophic status characterized by moderate algal productivity, oxygen depletion in the bottom waters, usually no recreational use impairment, summer chlorophyll a concentration averaging four to 10 micrograms/liter, a summer Secchi depth of two to five meters, and a winter total phosphorus concentration ranging from 10 to 20 micrograms/liter.~~

~~(f) "Oligotrophic" means a trophic status characterized by low algal productivity, algal blooms are rare, water clarity is high, all recreational uses unimpaired, summer chlorophyll a concentration average less than four micrograms/liter, a summer Secchi depth greater than five meters, and a winter total phosphorus concentration ranging from zero to 10 micrograms/liter.~~

~~(g) "Phosphorus" means elemental phosphorus and for the purposes of this section shall be measured as total phosphorus.~~

~~(h) "Phosphorus concentration" means the mass of phosphorus per liquid volume.~~

~~(i) "Phosphorus loading" means the total mass of phosphorus per time basis.~~

~~(j) "Total phosphorus" means the phosphorus concentration as determined by a state-certified analytical laboratory using EPA 365.3 or SM 4500-P-B, E or an equivalent method.~~

~~(k) "Trophic state index" means a classification system which uses algal biomass as the basis for classification which can be independently measured by chlorophyll a, Secchi depth, and total phosphorus concentration.~~

~~(l) "Trophic status" means a classification which defines lake quality by the degree of biological productivity.~~

(~~4~~3) The Beaver Lake watershed as generally identified in the Beaver Lake management plan, which is available at the City of Sammamish community development department, is a sensitive lake and is hereby designated a critical drainage area. This designation is:

(a) Existing whole-lake total phosphorus concentration for the combined Beaver Lake system is 23 micrograms/liter. Beaver Lake 1 and Beaver Lake 2, individually, have whole-lake total phosphorus concentrations of 36 (±2) micrograms/liter and 20 (±1) micrograms/liter, respectively;

(b) Whole-lake total phosphorus concentration, chlorophyll a, and Secchi depth indicate that the Beaver Lake system is bordering on eutrophic conditions;

(c) Modeling of the Beaver Lake system's future trophic status indicates that the lake will become hypereutrophic with a whole-lake total phosphorus concentration predicted to be 36 micrograms/liter without additional phosphorus removal via storm water treatment; and

(d) Maintaining existing trophic status is a management plan goal. To maintain existing trophic status, an 80 percent total phosphorus annual loading removal goal was established for new impervious surface development prior to storm water discharges to Beaver Lake.

(~~5~~4) The Pine Lake watershed is generally identified in the City of Sammamish comprehensive plan (Figure IV-1 in the comprehensive plan or as updated). All appropriate Beaver Lake specific water quality regulations shall be extended to the Pine Lake drainage basin ~~as well~~.

(a) These ~~interim~~ regulations shall only be in effect until such time that a customized Pine Lake water quality strategy is developed and development regulations are adopted based on approved findings of the study.

(b) An applicant for development within the Pine Lake drainage basin may apply for a variance from the standards specified in subsection (8) of this section if it can be proven that conditions are clearly different than at Beaver Lake.

(~~6~~5) The standards specified in subsection (8) of this section shall apply to all development proposals located within the Beaver Lake and Pine Lake watersheds which require drainage review as specified in the adopted surface water design manual and Title 13 Surface Water Management,~~King County Surface Water Design Manual~~.

(~~7~~6) Development proposals within the Beaver Lake or Pine Lake watersheds may be exempt from management plan requirements if they demonstrate to the satisfaction of the community development department that on-site surface and storm water runoff drainage does not in fact drain into the basin in question.

(~~8~~7) Phosphorous Control Required.

Attachment A

(a) Applicability. Unless the conditions identified in subsection (6) of this section are documented to the satisfaction of the department, the following development proposals are subject to the conditions and standards contained subsections 7(b) through 7(d) below:

(i) ~~For p~~Projects ~~which~~ that create greater than 5,000 square feet of new impervious surface subject to vehicular use in the Beaver Lake or Pine Lake watersheds~~, the following conditions shall apply, unless the conditions identified in subsection (6) of this section are documented to the satisfaction of the community development department:~~; or

(ii) Projects that create greater than one acre of pollution generating pervious surface, as defined in the adopted surface water design manual and Title 13 Surface Water Management, in the Beaver Lake or Pine Lake watersheds.

(b~~a~~) The proposed storm water facilities shall be designed to remove 80 percent of all new total phosphorus loading on an annual basis due to new development (and associated storm water discharges) in the Beaver Lake or Pine Lake watersheds where feasible or utilize AKART if infeasible.

(c~~b~~) ~~Currently t~~The AKART standard or ~~interim~~ best management practices for phosphorus-sensitive lakes can be fulfilled by- achieving the 50% phosphorous removal standard from the adopted surface water design manual and Title 13 Surface Water Management, together with additional applicant proposed measures:

(i) For all development proposals subject to this section, the applicant shall demonstrate that a reduction of 80% total phosphorous is achievable through the use of engineering design computations.

(ii) As the adopted King County Surface Water Design Manual is updated and additional treatment options and designs for total phosphorus removal become available, new treatment systems may be approved by the city if the AKART standard for phosphorus removal can be demonstrated using the Department of Ecology's Technology Assessment Protocol – Ecology (TAPE protocol).

(iii) Where soils are suitable, on-site infiltration of storm water runoff can be pursued through the variance process as an AKART alternative using methods described in the manual, as well as providing an organic soil layer consistent with the standards of the adopted surface water design manual and Title 13 Surface Water Management.

(iv) Development proposals using on-site infiltration, that do not comply with subsection 7(c)(iii), shall demonstrate that 80%, or better, phosphorus treatment can be expected with the designed on-site infiltration system, rather than by methods described in subsection (7)(c)(iii) of this section.

~~the following storm water treatment design criteria:~~

~~(i) A wetpond or combined detention/wetpond with a permanent pool volume equal to four and one-half times the volume of runoff from the mean annual storm (VB/VR=4.5).~~

~~(A) Mandatory roof downspout infiltration, unless shown to be infeasible, and maximization of forest or native vegetation retention.~~

~~(B) Pond volume can be reduced by maximizing forest retention according to the following schedule:~~

~~Forest (%)~~	~~VB/VR ratio~~
~~25~~	~~4.25~~
~~30~~	~~4.00~~
~~40~~	~~3.50~~
~~50~~	~~3.25~~
~~60~~	~~3.00~~

~~(C) Forest retention areas shall be in tracts dedicated to the City. Buffers without trails can be counted in the percent forest figure.~~

~~(D) The VB/VR ratio is the volume of the wetpond basin divided by the volume of the runoff from the mean annual storm. The mean annual storm is equal to 0.46 inches at SeaTac. Runoff can be estimated using a runoff coefficient of 0.9 for impervious area and 0.25 for all other pervious area. Forested areas in tracts dedicated to the City need not be included in the calculation of pond sizing (i.e., zero new runoff volume assumed). If this method is used in other areas, and SeaTac precipitation statistics underestimate the rainfall as judged by the isopluvial distribution of the two-year 24-hour precipitation, the mean annual rainfall should be adjusted upward.~~

~~(ii) Although current King County SWM designs are not complete for sand filtration, incorporation of sand filters into storm water treatment facility designs (i.e., treatment trains) can be pursued through the variance process to achieve additional total phosphorus removal. The proponent must demonstrate that equivalent or improved total phosphorus treatment can be expected with an alternative treatment system which incorporates sand filtration other than by methods described in subsection (8)(b)(i) of this section.~~

~~(iii) Where soils are suitable, on-site infiltration of storm water runoff can be pursued through the variance process as an AKART alternative. Soils are considered suitable for infiltration if at least two feet of soil exist where one of the following soil conditions are met:~~

~~(A) The cation exchange capacity of the soil equals or is greater than five milliequivalents;~~

~~(B) The organic content of the soil is equal to or greater than five percent;~~

~~(C) The grain size distribution of site soils is equivalent to not more than 25 percent gravel by weight (75 percent passing the No. 4 sieve) and of that passing the No. 4 sieve, either (1) 50 percent minimum passes the No. 40 sieve and two percent minimum passes the No. 100 sieve, or (2) 25 percent minimum passes the No. 40 sieve and five percent minimum passes the No. 200 sieve; and~~

~~(D) The infiltration rate is 2.4 inches/hour or less.~~

~~Additionally, the proponent must demonstrate that equivalent or better phosphorus treatment can be expected with on-site infiltration than by methods described in subsection (8) of this section.~~

~~(iv) As the King County Surface Water Design Manual is updated and additional treatment options and designs for total phosphorus removal become available, alternative treatment systems may be utilized if the AKART standard for phosphorus removal can be demonstrated.~~

(d~~c~~) Hydrologic analysis shall be determined using a continuous hydrologic model such as the Hydrologic Simulation Program – Fortran (HSPF) or~~,~~ the King County Runoff Time Series Program (KCRTS)~~, the Santa Barbara Urban Hydrograph, or the VB/VR~~ methodology. These methodologies may be revised or superseded by other methodologies for achieving the same performance goal as stipulated by future revision to the Surface Water Design Manual. (Ord. O2005-193 § 1)

~~**21A.50.360 Critical areas mitigation fee – Creation of fund.**~~
~~There is hereby created a critical areas mitigation fund. This fund shall be administered by the City's finance director. (Ord. O2005-193 § 1; Ord. O99-29 § 1)~~

~~**21A.50.370 Critical areas mitigation fee – Source of funds.**~~
~~All monies received from penalties resulting from the violation of rules and laws regulating development and activities within critical areas shall be deposited into the fund. (Ord. O2005-193 § 1; Ord. O99-29 § 1)~~

~~**21A.50.380 Critical areas mitigation fee – Use of funds.**~~
~~Monies from the fund shall only be used for paying the cost of enforcing and implementing critical area laws and rules. (Ord. O2005-193 § 1; Ord. O99-29 § 1)~~

~~**21A.50.390 Critical areas mitigation fee – Investment of funds.**~~
~~Monies in the fund not needed for immediate expenditure shall be deposited in a separate investment fund pursuant to RCW 36.29.020. The finance director shall be designated as the investment fund director. (Ord. O2005-193 § 1; Ord. O99-29 § 1)~~

*[**Note:** Environmental Critical Area provisions **21A.50. 400 Sunset provisions)** are not included, as these provisions are not part of the approved SMP, pursuant to section 25.01.070]*

Attachment A

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Attachment A

Chapter 21A.15
TECHNICAL TERMS AND LAND USE DEFINITIONS

Please Note: *The city has selected relevant definitions from the definitions section; for brevity, not all definitions are included here. The complete code is available at: http://www.codepublishing.com/wa/sammamish/*

21A.15.050 AKART.
"AKART" means all known, available, and reasonable methods of prevention, control, and treatment.

21A.15.056 Alteration.
Any human activity that results or is likely to result in an impact upon the existing condition of a critical area is an "alteration" that is subject to specific limitations as specified for each critical area. Alterations include, but are not limited to, grading, filling, dredging, draining, channelizing, applying herbicides or pesticides or any hazardous substance, discharging pollutants, except storm water, grazing domestic animals, paving, constructing, applying gravel, modifying for surface water management purposes, cutting, ~~pruning,~~ topping, ~~trimming,~~ relocating or removing vegetation or any other human activity that results or is likely to result in an impact to existent vegetation, hydrology, fish or wildlife, or fish or wildlife habitat. Alterations do not include walking, fishing, or any other passive recreation or other similar activities. (Ord. O2005-193 § 2; Ord. O2005-172 § 2; Ord. O99-29 § 1. Formerly 21A.50.200)

21A.15.062 Anadromous fish.
"Anadromous fish" are those that live part or the majority of their lives in saltwater, but return to freshwater to spawn. (Ord. O2005-172 § 2)

21A.15.080 Base flood.
"Base flood" means a flood having a one percent chance of being equaled or exceeded in any given year, often referred to as the "100-year flood." (Ord. O2003-132 § 10)

21A.15.085 Base flood elevation.
"Base flood elevation" means the water surface elevation of the base flood in relation to the National Geodetic Vertical Datum of 1929. (Ord. O2003-132 § 10)

21A.15.098 Best available science.
"Best available science" means the process used and information developed consistent with requirements in RCW 36.70A.172 and WAC 365-195-900 through 365-195-925. (Ord. O2005-172 § 2)

21A.15.110 Biologist.
"Biologist" means a person who has earned at least a Bachelor of Science degree in the biological sciences from an accredited college or university or who has equivalent educational training and experience. (Ord. O2003-132 § 10)

21A.15.122 Buffer.
"Buffer" means a designated area contiguous to a steep slope or landslide hazard area intended to protect slope stability, attenuation of surface water flows and landslide hazards, or a designated area contiguous to a

habitat conservation area, stream or wetland intended to protect the habitat, stream or wetland and be an integral part of the habitat, stream or wetland ecosystem. (Ord. O2005-193 § 2; Ord. O2003-132 § 10)

21A.15.195 Clearing.
"Clearing" means the limbing, pruning, trimming, topping, cutting or removal of vegetation or other organic plant matter by physical, mechanical, chemical or other means. (Ord. O2003-132 § 10)

21A.15.253 Critical aquifer recharge area.
"Critical aquifer recharge areas" means those areas in the City of Sammamish with a critical recharging effect on aquifers used for potable water as defined by WAC 365-190-030(2). CARAs have prevailing geologic conditions associated with infiltration rates that create a high potential for contamination of groundwater resources or contribute significantly to the replenishment of groundwater. CARAs shall be classified based on the following criteria:

(1) Class 1 CARAs include those areas located within the mapped one- or five-year capture zone of a wellhead protection area.

(2) Class 2 CARAs include those areas located within the mapped 10-year capture zone of a wellhead protection area.

(3) Class 3 CARAs include those areas outside wellhead protection areas that are identified as high aquifer recharge potential areas based on characteristics of surficial geology and soil types. (Ord. O2005-193 § 2)

21A.15.254 Critical areas.
"Critical areas" means those areas in the City that are erosion hazard areas, frequently flooded areas, landslide hazard areas, seismic hazard areas, critical aquifer recharge areas, wetlands, streams, and fish and wildlife habitat conservation areas. (Ord. O2005-193 § 2)

21A.15.255 Critical drainage area.
"Critical drainage area" means an area that has been formally determined by the King County surface water management department to require more restrictive regulation than countywide standards afford in order to mitigate severe flooding, drainage, erosion, or sedimentation problems that result from the cumulative impacts of development and urbanization. (Ord. O2003-132 § 10)

21A.15.XXX Development. "Development" means the construction or exterior expansion of structures or buildings; clearing or grading; paving, landscaping, or placing of obstructions; and any project of a permanent or temporary nature exterior to a building.

21A.15.310 Development proposal.
"Development proposal" means any activities requiring a permit or other approval from the City of Sammamish relative to the use or development of land. (Ord. O2003-132 § 10)

21A.15.365 Dwelling unit, single detached.

"Dwelling unit, single detached" means a detached building containing one dwelling unit. (Ord. O2003-132 § 10)

21A.15.400 Enhancement.
"Enhancement" means an action that increases the functions and values of a stream, wetland, or other sensitive area or buffer. (Ord. O2003-132 § 10)

21A.15.410 Erosion.
"Erosion" means the process by which soil particles are mobilized and transported by natural agents such as wind, rainsplash, frost action or surface water flow. (Ord. O2003-132 § 10)

21A.15.415 Erosion hazard areas.
"Erosion hazard areas" means those areas in the City underlain by soils that are subject to severe erosion when disturbed. Such soils include, but are not limited to, those classified as having a severe or very severe erosion hazard according to the USDA Soil Conservation Service, the 1973 King County Soils Survey or any subsequent revisions or addition by or to these sources. These soils include the following when they occur on slopes 15 percent or steeper:

(1) The Alderwood gravelly sandy loam (AgD);

(2) The Alderwood and Kitsap soils (AkF);

(3) The Beausite gravelly sandy loam (BeD and BeF);

(4) The Everett gravelly sandy loam (EvD);

(5) The Kitsap silt loam (KpD);

(6) The Ovall gravelly loam (OvD and OvF);

(7) The Ragnar fine sandy loam (RaD); and

(8) The Ragnar-Indianola Association (RdE). (Ord. O2005-193 § 2; Ord. O2003-132 § 10)

21A.15.4XX Erosion Hazard Near Sensitive Water Body Overlay. The Erosion Hazard Near Sensitive Water Body overlay means an area within the city where sloped areas posing erosion hazards, or contributing to erosion hazards, that drain directly to lakes or streams of high resource value that are particularly sensitive to the impacts of increased erosion and the resulting sediment loads from development. The department of community development shall maintain a map of the boundaries of the erosion hazard near sensitive water bodies overlay district.

The Erosion Hazard Near Sensitive Water Body overlay is divided into two areas:

(a) The no-disturbance area. The no-disturbance area shall be established on the sloped portion of the special district overlay to prevent damage from erosion. The upslope boundary of the no-disturbance area lies at the first obvious break in slope from the upland plateau over onto the valley walls. For the purposes of locating the first obvious break in slope, the first obvious break shall generally be located at the top of the erosion hazard area associated with the slope. The downslope boundary of

the no-disturbance area is the extent of those areas designated as erosion or landslide hazard areas. The department shall maintain maps, supported by LIDAR (Light Detection and Ranging) data or other suitable technology, of the approximate location of the no-disturbance areas, which shall be subject to field verification for new development proposals.

(b) Properties draining to the no-disturbance area. Properties draining to the no-disturbance area are within the Erosion Hazard near Sensitive Water body overlay that drain to the no-disturbance area.

21A.15.420 Eutrophic.

"Eutrophic" means a trophic status characterized by moderately high algal productivity, more serious oxygen depletion in the bottom waters, some recreational use impairment, summer chlorophyll a concentration greater than 10 micrograms/liter, a summer Secchi depth of less than two meters, and a winter total phosphorus concentration greater than 20 micrograms/liter.

21A.15.XXX Feasible.

"Feasible" means that an action, such as a development project, mitigation, or preservation requirement, meets all of the following conditions:

(a) The action can be accomplished with technologies and methods that have been used in the past in similar circumstances, or studies or tests have demonstrated in similar circumstances that such approaches are currently available and likely to achieve the intended results;

(b) The action provides a reasonable likelihood of achieving its intended purpose; and

(c) The action does not physically preclude achieving the project's primary intended legal use. In cases where these guidelines require certain actions unless they are infeasible, the burden of proving infeasibility is on the applicant. In determining an action's infeasibility, the reviewing agency may weigh the action's relative public costs and public benefits, considered in the short- and long-term time frames.

21A.15.467 Fish and wildlife habitat corridors.

"Fish and wildlife habitat corridors" means those corridors set aside and protected for preserving connections between habitats on development proposal sites that contain Type F or Np streams and/or wetlands with a high habitat score greater than or equal to 29 on the Washington State Wetland Rating System for Western Washington (Department of Ecology 2004 or as revised) that are located within 200 feet of an on-site or off-site Type F or Np stream and/or wetland with a high habitat score greater than or equal to 29 on the Washington State Wetland Rating System for Western Washington. Fish and wildlife habitat corridors do not increase streams buffers, except as required to provide a connection between two features as described above.

21A.15.468 Fish and wildlife habitat conservation areas.

"Fish and wildlife habitat conservation areas" means those areas that are essential for the preservation of critical habitat and species. All areas within the City of Sammamish meeting one or more of the following criteria are designated wildlife habitat conservation areas:

(1) Areas with which state or federally designated endangered, threatened, and sensitive species have a primary association.

(a) Federally designated endangered and threatened species are those fish and wildlife species identified by the U.S. Fish and Wildlife Service and the National Marine Fisheries Service that are in

danger of extinction or are threatened to become endangered. The U.S. Fish and Wildlife Service and the National Marine Fisheries Service should be consulted as necessary for current listing status;

(b) State-designated endangered, threatened, and sensitive species are those fish and wildlife species native to the coastal region of the Pacific Northwest identified by the State Department of Fish and Wildlife, that are in danger of extinction, threatened to become endangered, vulnerable, or declining and -are likely to become endangered or threatened in a significant portion of their range within the state without cooperative management or removal of threats. State-designated endangered, threatened, and sensitive species are periodically recorded in WAC 232-12-014 (state endangered species), and WAC 232-12-011 (state threatened and sensitive species). The State Department of Fish and Wildlife maintains the most current listing and should be consulted as necessary for current listing status;

(2) Wetlands, ~~S~~streams, and~~,~~ lakes~~ and naturally occurring ponds~~;

(3) State natural area preserves and natural resource conservation areas. Natural area preserves and natural resource conservation areas are defined, established, and managed by the State Department of Natural Resources; and

(4) Fish and ~~W~~wildlife habitat corridors as defined in 21A.15.467 ~~for preserving connections between habitats along the designated wildlife habitat network. (Ord. O2005-193 § 2)~~

21A.15.470 Flood fringe.
"Flood fringe" means that portion of the floodplain outside of the zero-rise floodway that is covered by floodwaters during the base flood, generally associated with standing water rather than rapidly flowing water. (Ord. O2003-132 § 10)

21A.15.475 Flood hazard areas.
"Flood hazard areas" means those areas in the City of Sammamish subject to inundation by the base flood and those areas subject to risk from channel relocation or stream meander including, but not limited to, streams, lakes, wetlands, and closed depressions. (Ord. O2003-132 § 10)

21A.15.480 Flood insurance rate map.
"Flood insurance rate map" means the official map on which the Federal Insurance Administration has delineated some areas of flood hazard. (Ord. O2003-132 § 10)

21A.15.485 Flood insurance study for King County.
"Flood insurance study for King County" means the official report provided by the Federal Insurance Administration that includes flood profiles and the flood insurance rate map. (Ord. O2003-132 § 10)

21A.15.490 Flood protection elevation.
"Flood protection elevation" means an elevation that is one foot above the base flood elevation. (Ord. O2003-132 § 10)

21A.15.495 Floodplain.

"Floodplain" means the total area subject to inundation by the base flood. (Ord. O2003-132 § 10)

21A.15.500 Floodproofing.

"Floodproofing" means adaptations that will make a structure that is below the flood protection elevation substantially impermeable to the passage of water and resistant to hydrostatic and hydrodynamic loads including the impacts of buoyancy. (Ord. O2003-132 § 10)

21A.15.505 Floodway, zero-rise.

"Floodway, zero-rise" means the channel of a stream and that portion of the adjoining floodplain which is necessary to contain and discharge the base flood flow without any measurable increase in flood height. A measurable increase in base flood height means a calculated upward rise in the base flood elevation, equal to or greater than .01 foot, resulting from a comparison of existing conditions and changed conditions directly attributable to development in the floodplain. This definition is broader than that of the FEMA floodway, but always includes the FEMA floodway. The boundaries of the 100-year floodplain, as shown on the flood insurance study for King County, are considered the boundaries of the zero-rise floodway unless otherwise delineated by a sensitive area special study. (Ord. O2003-132 § 10)

21A.15.532 Frequently flooded areas.

"Frequently flooded areas" means those lands in the City in the floodplain subject to a one percent or greater chance of flooding in any given year and those lands that provide important flood storage, conveyance, and attenuation functions, as determined by the City in accordance with WAC 365-190-080(3). Frequently flooded areas perform important hydrologic functions and may present a risk to persons and property. Frequently flooded areas include all areas of special flood hazards within the jurisdiction of the City of Sammamish. (Ord. O2005-193 § 2)

21A.15.545 Geologist.

"Geologist" means a professional ~~geologist~~ who holds a current geologist license from the Washington state Geologist Licensing Board.~~means a person who has earned at least a Bachelor of Science degree in the geological sciences from an accredited college or university or who has equivalent educational training and at least four years of professional experience. (Ord. O2003-132 § 10)~~

21A.15.550 Geotechnical engineer.

"Geotechnical engineer" means a practicing geotechnical/civil engineer licensed as a professional civil engineer by the state of Washington who has at least four years of professional employment as a geotechnical engineer. (Ord. O2003-132 § 10)

21A.15.575 Hypereutrophic.

"Hypereutrophic" means a trophic status characterized by high algal productivity, intense algal blooms, fish kills due to oxygen depletion in the bottom waters, frequent recreational use impairment, summer chlorophyll a concentration greater than 10 micrograms/liter, a summer Secchi depth generally less than two meters, and a winter total phosphorus concentration greater than 30 micrograms/liter.

21A.15.620 Lake Management Plan.

"Lake management plan" means the plan (and supporting documents as appropriate) describing the lake management recommendations and requirements.

21A.15.670 Landscaping.
"Landscaping" means live vegetative materials required for a development. Said materials provided along the boundaries of a development site are referred to as perimeter landscaping. (Ord. O2003-132 § 10)

21A.15.675 Landslide.
"Landslide" means episodic downslope movement of a mass including, but not limited to, soil, rock or snow. (Ord. O2003-132 § 10)

21A.15.680 Landslide hazard areas.
"Landslide hazard areas" means those areas in the City of Sammamish potentially subject to risk of mass movement due to a combination of geologic, topographic, and hydrologic factors. These areas are typically susceptible to landslides because of a combination of factors including: bedrock, soil, slope gradient, slope aspect, geologic structure, groundwater, or other factors. Landslide hazard areas include the following:

(1) Areas of historic failures, such as:

(a) Those areas delineated by the U.S. Department of Agriculture's Natural Resources Conservation Service as having a "severe" limitation for building site development;

(b) Areas designated as quaternary slumps, earthflows, mudflows, or landslides on maps published by the U.S. Geological Survey or Department of Natural Resources;

(2) Areas that have shown movement during the Holocene epoch, from 10,000 years ago to the present, or which are underlain by mass wastage debris from that epoch;

(3) Any area with all three of the following characteristics:

(a) Slopes steeper than 15 percent; and

(b) Hillsides intersecting geologic contacts with a relatively permeable sediment overlying a relatively impermeable sediment or bedrock; and

(c) Springs or groundwater seepage;

(4) Areas with a slope of 40 percent or steeper and with a vertical relief of 10 or more feet except areas composed of consolidated rock. A slope is delineated by establishing its toe and top, as defined in SMC 21A.15.1230, and measured by averaging the inclination over at least 10 feet of vertical relief;

(5) Slopes that are parallel or subparallel to planes of weakness (such as bedding planes, joint systems, and fault planes) in subsurface materials;

(6) Slopes having gradients steeper than 80 percent subject to rock fall during seismic shaking;

(7) Areas potentially unstable because of rapid stream incision, stream bank erosion or undercutting by wave action; and

(8) Landslide hazard areas do not include those areas composed of slopes greater than 40 percent that were created from a previously non-landslide hazard area through legal grading activity and that are confirmed to be stable by a qualified professional. (Ord. O2005-193 § 2; Ord. O2003-132 § 10)

21A.15.XXX Maintenance. "Maintenance" means those usual acts to prevent a decline, lapse or cessation from a lawfully established condition or use. Maintenance may include, but is not limited to, pruning, plant material replaced with alternate plant material, hardscape replaced with alternate hardscape, hardscape replaced with plant material.

21A.15.720 Mesotrophic.
"Mesotrophic" means a trophic status characterized by moderate algal productivity, oxygen depletion in the bottom waters, usually no recreational use impairment, summer chlorophyll a concentration averaging four to 10 micrograms/liter, a summer Secchi depth of two to five meters, and a winter total phosphorus concentration ranging from 10 to 20 micrograms/liter.

21A.15.XXX Microclimate. "Microclimate" means a climatic condition in a relatively small area, within a few feet above and below the Earth's surface and within canopies of vegetation. Microclimates are affected by such factors as temperature, humidity, wind and turbulence, dew, frost, heat balance, evaporation, the nature of the soil and vegetation, the local topography, latitude, elevation, and season. Weather and climate are sometimes influenced by microclimatic conditions, especially by variations in surface characteristics.

21A.15.751 Mitigation bank.
"Mitigation bank" means a property that has been protected in perpetuity, and approved by appropriate City, state, and federal agencies expressly for the purpose of providing compensatory mitigation in advance of authorized impacts through restoration, creation, and/or enhancement of wetlands, and in exceptional circumstances, preservation of adjacent wetlands, wetland buffers, and/or other aquatic resources. (Ord. O2003-132 § 10)

21A.15.752 Mitigation banking.
"Mitigation banking" means a system for providing compensatory mitigation in advance of authorized wetland impacts of development in the City in which credits are generated through restoration, creation, and/or enhancement of wetlands, and in exceptional circumstances, preservation of adjacent wetlands, wetland buffers, and/or other aquatic resources. (Ord. O2003-132 § 10)

21A.15.765 Monitoring.
"Monitoring" means evaluating the impacts of development proposals on biologic, hydrologic, and geologic systems and assessing the performance of required mitigation through the collection and analysis of data for the purpose of understanding and documenting changes in natural ecosystems, functions and features including, but not limited to, gathering baseline data. (Ord. O2003-132 § 10)

21A.15.790 Native vegetation.

"Native vegetation" means vegetation comprised of plant species, other than noxious weeds, which are indigenous to the coastal region of the Pacific Northwest and that reasonably could have been expected to naturally occur on the site. (Ord. O2005-193 § 2; Ord. O2003-132 § 10)

~~**21A.15.794 Naturalized species.**~~
~~"Naturalized species" means non-native species of vegetation that are adaptable to the climatic conditions of the coastal region of the Pacific Northwest. (Ord. O2011-300 § 1 (Att. A); Ord. O2003-132 § 10. Formerly 21A.15.795)~~

~~**21A.15.795 Naturally occurring ponds.**~~

~~See "Ponds, naturally occurring," SMC 21A.15.898. (Ord. O2011-300 § 1 (Att. A); Ord. O2005-193 § 2. Formerly 21A.15.796)~~

21A.15.810 Oligotrophic.
"Oligotrophic" means a trophic status characterized by low algal productivity, algal blooms are rare, water clarity is high, all recreational uses unimpaired, summer chlorophyll a concentration average less than four micrograms/liter, a summer Secchi depth greater than five meters, and a winter total phosphorus concentration ranging from zero to 10 micrograms/liter.

21A.15.825 Ordinary high water mark.
"Ordinary high water mark" means the mark found by examining the bed and banks of a stream, lake, or tidal water and ascertaining where the presence and action of waters are so common and long maintained in ordinary years as to mark upon the soil a vegetative character distinct from that of the abutting upland. In any area where the ordinary high water mark cannot be found, the line of mean high water shall substitute. In any area where neither can be found, the top of the channel bank shall substitute. In braided channels and alluvial fans, the ordinary high water mark or line of mean high water shall be measured so as to include the entire stream feature. (Ord. O2003-132 § 10)

21A.15.850 Phosphorus.
"Phosphorus" means elemental phosphorus and ~~for the purposes of this section~~ shall be measured as total phosphorus.

21A.15.855 Phosphorus concentration.
"Phosphorus concentration" means the mass of phosphorus per liquid volume.

21A.15.860 Phosphorus loading.
"Phosphorus loading" means the total mass of phosphorus per time basis.

~~**21A.15.898 Ponds, naturally occurring.**~~
~~"Ponds, naturally occurring" means those surface water bodies under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat, including those manmade ponds intentionally created in order to mitigate critical area impacts. Naturally occurring ponds do not include ponds deliberately designed and created from dry sites for other reasons such as canals, detention facilities, wastewater treatment facilities,~~

~~farm ponds, temporary construction ponds, and landscape amenities, unless such artificial ponds were intentionally created for mitigation. (Ord. O2005-193 § 2)~~

21A.15.942 Qualified professional.
"Qualified professional" means a person with experience and training in the applicable field or critical area. A qualified professional must have obtained a B.S. or B.A. or equivalent degree in biology, engineering, environmental studies, fisheries, geomorphology or a related field, and two years of related work experience.

(1) A qualified professional for watercourses, wetlands, and wildlife habitat conservation areas must have a degree in biology or a related field and relevant professional experience.

(2) A qualified professional for preparing geotechnical reports and geotechnical design recommendations must be a professional geotechnical engineer or geologist licensed in the state of Washington. Identification of geologic hazards may be performed by geologists or other geology professionals with experience identifying geologic hazards.

(3) A qualified professional for preparing critical aquifer recharge reports must be a professional hydrogeologist or geologist licensed in the state of Washington.

21A.15.1000 Restoration.
"Restoration" means returning a stream, wetland, other sensitive area or any associated buffer to a state in which its stability and functions approach its unaltered state as closely as possible. (Ord. O2003-132 § 10)

21A.15.XXXX Riparian.

"Riparian" means the area adjacent to flowing or standing freshwater aquatic systems. Riparian habitat encompasses the area beginning at the ordinary high water mark and extends to that portion of the terrestrial landscape that is influenced by, or that directly influences, the aquatic ecosystem. In riparian systems, the vegetation, water tables, soils, microclimate, and wildlife inhabitants of terrestrial ecosystems are often influenced by perennial or intermittent water. Simultaneously, adjacent vegetation, nutrient and sediment loading, terrestrial wildlife, as well as organic and inorganic debris influence the biological and physical properties of the aquatic ecosystem. Riparian habitat includes the entire extent of the floodplain and riparian areas of wetlands that are directly connected to stream courses or other freshwater.

21A.15.1015 Salmonid.
"Salmonid" means a member of the fish family Salmonidae, including:

(1) Chinook, coho, chum, sockeye and pink salmon;

(2) Rainbow, steelhead and cutthroat salmon;

(3) Brown trout;

(4) Brook and dolly varden char;

(5) Kokanee; and

(6) Whitefish. (Ord. O2003-132 § 10)

21A.15.1045 Seismic hazard areas.

"Seismic hazard areas" means those areas mapped as moderate to high and high liquefaction susceptibility and peat deposits on the Liquefaction Susceptibility Map of King County, Washington, Washington Division of Geology and Earth Sciences, OFR 2004-20, Palmer et al., September, 2004 as revised.~~those areas in the City subject to severe risk of earthquake damage as a result of soil liquefaction in areas underlain by cohesionless soils of low density and usually in association with a shallow groundwater table or of other seismically induced settlement. (Ord. O2003-132 § 10)~~

21A.15.1070 Setback.

"Setback" means the minimum required distance between a structure and a specified line such as a lot, easement or buffer line that is required to remain free of structures. (Ord. O2003-132 § 10)

21A.15.1230 Steep slope hazard areas.

"Steep slope hazard areas" means those landslide hazard areas in the City on slopes 40 percent or steeper within a vertical elevation change of at least 10 feet. A slope is delineated by establishing its toe and top and is measured by averaging the inclination over at least 10 feet of vertical relief. For the purpose of this definition:

(1) The toe of a slope is a distinct topographic break in slope that separates slopes inclined at less than 40 percent from slopes 40 percent or steeper. Where no distinct break exists, the toe of a steep slope is the lowermost limit of the area where the ground surface drops 10 feet or more vertically within a horizontal distance of 25 feet; and

(2) The top of a slope is a distinct, topographic break in slope that separates slopes inclined at less than 40 percent from slopes 40 percent or steeper. Where no distinct break exists, the top of a steep slope is the uppermost limit of the area where the ground surface drops 10 feet or more vertically within a horizontal distance of 25 feet. (Ord. O2005-193 § 2; Ord. O2003-132 § 10)

(3) A distinct topographic break occurs when the change in gradient is less than 5 feet vertically within a horizontal distance of 25 feet.

21A.15.1235 Stream functions.

"Stream functions" means natural processes performed by streams including functions that are important in facilitating food chain production, providing habitat for nesting, rearing, and resting sites for aquatic, terrestrial, and avian species, maintaining the availability and quality of water, such as purifying water, acting as recharge and discharge areas for groundwater aquifers, moderating surface and storm water flows and maintaining the free flowing conveyance of water, sediments, and other organic matter. (Ord. O2003-132 § 10)

21A.15.1240 Streams.

"Streams" means those areas in the City where surface waters produce a defined channel or bed, not including irrigation ditches, canals, storm or storm water runoff conveyance devices or other entirely artificial watercourses, unless they are used by salmonids or are used to convey streams naturally occurring prior to

construction of such watercourses. For the purpose of this definition, a defined channel or bed is an area that demonstrates clear evidence of the passage of water and includes, but is not limited to, bedrock channels, gravel beds, sand and silt beds, and defined-channel swales. The channel or bed need not contain water year-round. For the purpose of defining the following categories of streams, normal rainfall is rainfall that is at or near the mean of the accumulated annual rainfall record, based upon the water year for King County as recorded at the Seattle-Tacoma International Airport.

(1) Streams shall be classified according to the following criteria:

(a) Type S streams are all streams inventoried as “shorelines of the state” under the City’s shoreline master program. No Type S streams have been identified in the City as of September 1, 2005.

(b) Type F streams are those streams that are used by salmonids, have the potential to support salmonid uses, or that have been identified as being of special significance. Streams of special significance are those perennial reaches designated by the City based on historic fish presence and/or the probability of restoration of the following:

(i) George Davis Creek;

(ii) Ebright Creek;

(iii) Pine Lake Creek; and

(iv) Laughing Jacobs Creek, below Laughing Jacobs Lake.

(c) Type Np streams which are perennial during a year of normal rainfall and do not have the potential to be used by salmonids. Type Np streams include the intermittent dry portions of the perennial channel below the uppermost point of perennial flow. If the uppermost point of perennial flow cannot be identified with simple, nontechnical observations, then the point of perennial flow should be determined using the best professional judgment of a qualified professional.

(d) Type Ns streams which are seasonal or ephemeral during a year of normal rainfall and do not have the potential to be used by salmonids.

(2) For the purposes of this definition, “used by salmonids” and “potential to support salmonid uses” is presumed for:

(a) Streams where naturally reoccurring use by salmonid populations has been documented by a government agency;

(b) Streams that are fish passable by salmonid populations from Lake Sammamish, as determined by a qualified professional based on review of stream flow, gradient and barriers and criteria for fish passability established by the Washington Department of Fish and Wildlife; and

(c) Streams that are planned for restoration in a six-year capital improvement plan adopted by a government agency that will result in a fish passable connection to Lake Sammamish. (Ord. O2005-193 § 2; Ord. O2003-132 § 10)

21A.15.1265 Submerged land.
"Submerged land" means any land at or below the ordinary high water mark. (Ord. O2003-132 § 10)

21A.15.1275 Total phosphorus.
"Total phosphorus" means the phosphorus concentration as determined by a state-certified analytical laboratory using EPA 365.3 or SM 4500-P-B, E or an equivalent method.

21A.15.1285 Trails.
"Trails" means manmade pathways designed and intended for use by pedestrians, bicyclists, equestrians, and/or recreational users. Trails may be paved or unpaved, and may be intended and constructed for transportation, recreation, and nature contact and enjoyment. Types of trails are described and defined in the park and recreation plan, trails, bikeways and paths plan, or elsewhere in the city comprehensive plan. (Ord. O2005-172 § 2; Ord. O2003-132 § 10)

21A.15.1295 Trophic state index.
"Trophic state index" means a classification system which uses algal biomass as the basis for classification which can be independently measured by chlorophyll a, Secchi depth, and total phosphorus concentration.

21A.15.1300 Trophic status.
"Trophic status" means a classification which defines lake quality by the degree of biological productivity.

~~**21A.15.1390 Wet meadows, grazed.**~~
~~"Wet meadows, grazed" means palustrine emergent wetlands typically having up to six inches of standing water during the wet season and dominated under normal conditions by meadow emergents such as reed canary grass, spike rushes, bulrushes, sedges and rushes. During the growing season, the soil is often saturated but not covered with water. These meadows have been frequently used for livestock activities. (Ord. O2003-132 § 10)~~

21A.15.1395 Wetland edge.
"Wetland edge" means the line delineating the outer edge of a wetland, as determined by application of the federal 1987 *Wetland Delineation Manual* (Environmental Laboratory, 1987) and the United States Army Corps of Engineers (USACE) *Interim Regional Supplement for Western Mountains, Valleys, and Coast Region* (USACE, 2010), or such other manual(s) adopted by the Department consistent with RCW 90.58.380 and WAC 173-22-035, as amended.~~consistent with the Washington State Wetlands and Delineation Manual (1997, as amended).~~ (Ord. O2005-193 § 2; Ord. O2003-132 § 10)

~~**21A.15.1400 Wetland, forested.**~~
~~"Wetland, forested" means a wetland that is characterized by woody vegetation at least 20 feet tall. (Ord. O2003-132 § 10)~~

21A.15.1405 Wetland functions.

"Wetland functions" means natural processes performed by wetlands including functions that are important in facilitating food chain production, providing habitat for nesting, rearing, and resting sites for aquatic, terrestrial, and avian species, maintaining the availability and quality of water, acting as recharge and discharge areas for groundwater aquifers and moderating surface and storm water flows, as well as performing other functions including, but not limited to, those set forth in 33 CFR 320.4(b)(2), 1988. (Ord. O2003-132 § 10)

21A.15.1410 Wetland, isolated.

"Wetland, isolated" means a wetland that is hydrologically isolated from other ~~wetlands or streams, does not have permanent open water, and is determined to be of low function~~aquatic resources. Isolated wetlands may perform important functions and are protected by state law (RCW 90.48) whether or not they are protected by federal law. ~~(Ord. O2005-193 § 2; Ord. O2003-132 § 10)~~

21A.15.1415 Wetlands.

"Wetlands" are those areas in the City of Sammamish designated in accordance with the federal 1987 *Wetland Delineation Manual* (Environmental Laboratory, 1987) and the United States Army Corps of Engineers (USACE) *Interim Regional Supplement for Western Mountains, Valleys, and Coast Region* (USACE, 2010), or such other manuals adopted by the Department of Ecology pursuant to RCW 90.58.380 and WAC 173-22-035, as amended.~~Washington State Wetlands Identification and Delineation Manual (1997, as amended)~~. Wetlands are areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from nonwetland areas to mitigate the conversion of wetlands.

~~Wetlands shall be rated according to the Washington State Wetland Rating System for Western Washington (Department of Ecology, 2004, or as revised). This document contains the definitions, methods and a rating form for determining the categorization of wetlands described below:~~

~~(1) Category 1. Category 1 wetlands include those that receive a score of greater than or equal to 70 based on functions, or those that are rated Category 1 based on special characteristics as defined in the rating form.~~

~~(2) Category 2. Category 2 wetlands include those that receive a score of 51 through 69 based on functions, or those that are rated Category 2 based on special characteristics as defined in the rating form.~~

~~(3) Category 3. Category 3 wetlands include those that receive a score of 30 through 50 based on functions.~~

~~(4) Category 4. Category 4 wetlands score less than 30 points based on functions. (Ord. O2005-193 § 2; Ord. O2003-132 § 10)~~

21A.15.14XX Wetlands of Local Significance.

"Wetlands of local significance" include the wetland identified in the King Council Wetlands Inventory (1990) as the East lake Sammamish #21 wetland (North Beaver Lake Bog), and others as designated by the City Council. Wetlands of local significance shall be subject to greater protection and environmental education efforts where possible.

Chapter 21A.70
NONCONFORMANCE, TEMPORARY USES, AND RE-USE OF FACILITIES

21A.70.020 Nonconformance – Applicability.

(1) All nonconformances except nonconforming uses and improvements related to the provisions of SMC 21A.50, shall be subject to the provisions of this chapter.

(2) The provisions of this chapter do not supersede or relieve a property owner from compliance with:

(a) The requirements of the Uniform Building and Fire Codes; or

(b) The provisions of this code beyond the specific nonconformance addressed by this chapter. (Ord. O99-29 § 1)

Attachment A

25.02.010 Definitions.

…

(17) Buffer. "Buffer" means a critical area buffer as designated by regulations in Chapter 21A.50 SMC and defined in Section 21A.15.122 SMC.

…

(49) Maintenance. "Maintenance" means those usual acts to prevent a decline, lapse or cessation from a lawfully established condition or use. Maintenance may include, but is not limited to, pruning, plant material replaced with alternate plant material, hardscape replaced with alternate hardscape, hardscape replaced with plant material.

…

25.02.020 Scope of chapter.

This chapter contains definitions of technical and procedural terms used throughout the Sammamish Municipal Code. The definitions in this chapter supplement those in Chapter 21A.15 SMC and the Standard Industrial Classification Manual (SIC). Where there is a conflict between a definition in Chapter 21A.15 SMC and this chapter, the definition herein shall apply.

25.01.070 Critical Areas Regulations Incorporated by Reference

Provisions of the Sammamish Critical Areas Ordinance codified in SMC 21A.50 exclusive of SMC 21A.50.050 (Complete exemptions), SMC 21A.50.060 (Partial Exemptions), SMC 21A.50.070 (Exceptions), and SMC 21A.50.400 (Sunset provisions) are considered part of this SMP.

25.08.100 Existing development.

(1) Existing single-family homes, other structures, existing uses, and appurtenances that were legally established prior to the effective date of this SMP are considered to be conforming to the SMP. Additions, expansion or reconstruction must meet the provisions of the SMP.

(~~b~~a) Structures Not Meeting Current Regulations Other Than Critical Areas Requirements.

(i) Reconstruction, replacement, or expansion of the exterior footprint of an existing, legally established structure not meeting current regulations is allowed; provided, that the addition or reconstruction does not increase the noncompliance to current regulations.

(ii) Replacement may be allowed in a different location not meeting current regulations if a determination is made by the City that the new location results in less impact to shoreline functions than replacement in the existing footprint.

(iii) Existing structures that were legally established but which are not meeting current regulations with regard to the setback, area, bulk, height or density standards established by this program may be maintained, reconstructed, or repaired; provided, that the maintenance/reconstruction/repair does not increase the extent of noncompliance with current regulations by encroaching upon or extending into the building setback area or shoreline setback or other area where new construction or use would not be allowed.

(iv) If a structure not meeting current regulations is damaged by fire, explosion, or other casualty and/or natural disaster, it may be reconstructed to match the footprint that existed immediately prior to the time the damage occurred or in accordance with subsection (1)(b) of this section; provided, that all of the following criteria are met:

(A) The owner(s) submit a complete application within 24 months of the date the damage occurred; and

(B) All permits are issued within two years of initial submittal of the complete application, and the restoration is completed within two years of permit issuance. This period may be extended for one additional year by the director if the applicant has submitted the applications necessary to establish the use or activity and has provided written justification for the extension; and

(C) If a structure not meeting current regulations is damaged by fire, explosion, or other casualty and/or natural disaster and these criteria are not met, the City may require the applicant to plant the vegetation enhancement area with native trees and shrubs in accordance with SMC 25.06.020.

(v) A structure not meeting current regulations that is moved outside the existing footprint must be brought into conformance with this program and Chapter 90.58 RCW, except as allowed by subsection (1)(b) of this section.

(vi) Allowances. The following developments, activities and uses are allowed, provided such activities are otherwise consistent with this program and other applicable regulations and law. The director may apply conditions to an underlying permit or approval to ensure that the activities are consistent with the provisions of the program.

(A) Structural modification of, addition to or replacement of existing legally created structures, except single detached residences, in existence before the effective date of the program, which do not meet

the current shoreline setback or building setback requirements if the modification, addition, replacement or related activity does not increase the existing footprint of the structure lying within the above-described shoreline setback or building setback area.

(B) Structural modification of, or replacement of legally created single detached residences in existence before the effective date of the program, that do not meet the current shoreline setback or building setback, if:

(1) The modification, addition, replacement or related activity does not increase the existing total footprint of the residence and associated impervious surface lying within the shoreline or building setback area more than 200 feet over that existing before the effective date of the program; and

(2) No portion of the modification, addition or replacement is located closer to the OHWM. This allowance may only be used once.

(3) Mitigation proportional (1:1) to the setback area impacted is required through planting of the VEA in accordance with the standards of this program.

(C) Structural modification of, or replacement of legally created single detached residences in existence before the effective date of the program, which do not meet the current shoreline setback or building setback, if:

(1) The footprint expansion extends landward (to the rear) from the existing structure footprint and maintains the same interior lot line setback distances up to the shoreline setback line (known as the “shadow” of the existing structure).

(2) Mitigation proportional (1:1) to the setback area impacted is required through planting of the VEA in accordance with the standards of this program. If the area impacted is over 500 square feet, the entire 15-foot VEA shall be vegetated with the exception of the allowed active use area.

~~(a) Allowed Activities in Critical Areas. The following developments, activities and uses are allowed, provided such activities are otherwise consistent with this program and other applicable regulations. The director may apply conditions to an underlying permit or approval to ensure that the activities are consistent with the provisions of this chapter.~~

~~(i) Structural modification of, addition to or replacement of existing legally created structures, except single detached residences in existence before November 27, 1990, which do not meet the building setback or buffer requirements for wetlands, streams, ponds or landslide hazard areas if the modification, addition, replacement or related activity does not increase the existing footprint of the structure lying within the above-described building setback area, critical area or buffer.~~

~~(ii) Structural modification of, addition to or replacement of legally created single detached residences in existence before November 27, 1990, which do not meet the building setback or buffer requirements for wetlands, streams, ponds or landslide hazard areas if the modification, addition, replacement or related activity does not increase the existing total footprint of the residence and associated impervious surface lying within the above-described buffer or building setback area by more than 1,000 square feet over that existing before November 27, 1990, and no portion of the modification, addition or replacement is located closer to the critical area. Mitigation of impacts to critical areas or buffers disturbed is required and shall be evaluated to assure no net loss of ecological function.~~

~~(iii) Maintenance or repair of structures that do not meet the development standards of this chapter for landslide or seismic hazard areas if the maintenance or repair does not increase the footprint of the structure and there is no increased risk to life or property as a result of the proposed maintenance or repair.~~

~~(iv) Conservation, Preservation, Restoration and/or Enhancement.~~

~~(A) Conservation and preservation of soil, water, vegetation, fish and other wildlife that does not entail alteration of the location, size, dimensions or functions of an existing critical area or buffer; and~~

~~(B) Restoration and enhancement of critical areas or buffers; provided, that actions do not alter the location, dimensions or size of the critical area or buffer; that actions improve and do not reduce the existing quality or functions of the critical areas or buffers; and that actions are implemented according to a restoration or enhancement plan that has been approved by the City of Sammamish.~~

~~(C) Existing and ongoing agriculture and grazing of livestock is allowed subject to any limitations established by law, if the agriculture or grazing activity was in existence before (1) Maintenance of Existing Improvements. Existing single detached dwelling units, other structures, landscaping, and other existing uses that do not meet the requirements of this chapter, which were legally established according to the regulations in place at their time of establishment, may be maintained and no critical areas study or review is required.~~

~~(2) Modifications of Existing Improvements. Addition, expansion, reconstruction or revision of existing building(s) or other structures is subject to the following:~~

~~(a) Modification or Replacement. Structural modification or replacement of legally established structures that do not meet the building setback or buffer requirements for wetlands, streams, fish and wildlife habitat conservation areas, wildlife habitat corridors, or landslide hazard areas is allowed if the modification, replacement or related activity does not increase the existing footprint of the structure lying within the critical area, buffer or building setback area, and there is no increased risk to life or property.~~

~~(b) Expansions of Single Detached Dwelling Units and Accessory Dwelling Units. Structural modification of, addition to, or replacement of legally created single detached dwelling unit(s) and accessory dwelling unit(s) and associated impervious surfaces that do not meet the applicable building setback or buffer requirements for wetlands, streams, fish and wildlife habitat conservation areas, or landslide hazard areas are allowed a one-time up to 1,000 square foot increase in the existing total footprint of the single detached dwelling unit(s) and accessory dwelling unit(s) and associated impervious surface areas lying within the buffer or building setback subject to the following:~~

~~(i) If the existing legally created single detached dwelling unit(s) and accessory dwelling unit(s) and associated impervious surfaces are located within the building setback or buffer required for a landslide hazard area, a critical areas study must be supplied consistent with the provisions of SMC 21A.50.130 and approved by the City that demonstrates that there will be no increased risk to life or property by the proposed footprint expansion;~~

~~(ii) If the existing legally created single detached dwelling unit(s) and accessory dwelling unit(s) and associated impervious surfaces are located over or within a wetland, stream, or landslide hazard area, no further expansion within the wetland, stream, or landslide hazard area is allowed; and~~

~~(iii) If an existing legally created single detached dwelling unit and an accessory dwelling unit and associated impervious surfaces are located within the building setback or buffer for a stream or wetland, or within a fish and wildlife habitat conservation area:~~

~~(A) No portion of the modification, addition or replacement may be located closer to a wetland or stream than the nearest extent of the existing single detached dwelling unit, except as provided under subsection (2)(b)(iii)(B) of this section.~~

~~(B) When there is an intervening single detached dwelling unit(s) or accessory dwelling unit(s) on a perpendicular line in between the subject wetland or stream and a single detached dwelling unit or accessory dwelling unit that is proposed to be modified, added to, or replaced, the modification, addition or replacement may be located closer to the wetland or stream, provided no portion of the modification, addition or replacement is located closer than 50 feet to the wetland or stream.~~

~~(C) Modifications, additions, or replacements authorized under this subsection shall meet the following criteria:~~

~~(1) A critical areas study approved by the City demonstrates a net improvement in hydrologic and habitat values to the subject affected wetland, stream, fish and wildlife habitat conservation area through restoration of degraded areas and/or buffer or through provision of additional vegetated buffer; and~~

~~(2) Mitigation of impacts to disturbed critical areas or buffers is provided in accordance with this chapter.November 27, 1990.~~

(2) Maintenance of Existing Improvements. Existing single detached dwelling units, other structures, landscaping, and other existing uses that do not meet the requirements of this chapter, which were legally established according to the regulations in place at their time of establishment, may be maintained and no critical areas study or review is required.

(**3) Modifications of Existing Improvements.** Addition, expansion, reconstruction or revision of existing building(s) or other structures is subject to the following:

(a) Modification or Replacement. Structural modification or replacement of legally established structures that do not meet the building setback or buffer requirements for wetlands, streams, fish and wildlife habitat conservation areas, wildlife habitat corridors, or landslide hazard areas is allowed if the modification, replacement or related activity does not increase the existing footprint of the structure lying within the critical area, buffer or building setback area, and there is no increased risk to life or property.

(b) Expansions of Single Detached Dwelling Units and Accessory Dwelling Units. Structural modification of, addition to, or replacement of legally created single detached dwelling unit(s) and accessory dwelling unit(s) and associated impervious surfaces that do not meet the applicable building setback or buffer requirements for wetlands, streams, fish and wildlife habitat conservation areas, or landslide hazard areas are allowed a one-time up to 1,000 square

foot increase in the existing total footprint of the single detached dwelling unit(s) and accessory dwelling unit(s) and associated impervious surface areas lying within the buffer or building setback subject to the following:

(i) If the existing legally created single detached dwelling unit(s) and accessory dwelling unit(s) and associated impervious surfaces are located within the building setback or buffer required for a landslide hazard area, a critical areas study must be supplied consistent with the provisions of SMC 21A.50.130 and approved by the City that demonstrates that there will be no increased risk to life or property by the proposed footprint expansion;

(ii) If the existing legally created single detached dwelling unit(s) and accessory dwelling unit(s) and associated impervious surfaces are located over or within a wetland, stream, or landslide hazard area, no further expansion within the wetland, stream, or landslide hazard area is allowed; and

(iii) If an existing legally created single detached dwelling unit and an accessory dwelling unit and associated impervious surfaces are located within the building setback or buffer for a stream or wetland, or within a fish and wildlife habitat conservation area:

(A) No portion of the modification, addition or replacement may be located closer to a wetland or stream than the nearest extent of the existing single detached dwelling unit, except as provided under subsection (2)(b)(iii)(B) of this section.

(B) When there is an intervening single detached dwelling unit(s) or accessory dwelling unit(s) on a perpendicular line in between the subject wetland or stream and a single detached dwelling unit or accessory dwelling unit that is proposed to be modified, added to, or replaced, the modification, addition or replacement may be located closer to the wetland or stream, provided no portion of the modification, addition or replacement is located closer than 50 feet to the wetland or stream.

(C) Modifications, additions, or replacements authorized under this subsection shall meet the following criteria:

1) A critical areas study approved by the City demonstrates a net improvement in hydrologic and habitat values to the subject affected wetland, stream, fish and wildlife habitat conservation area through restoration of degraded areas and/or buffer or through provision of additional vegetated buffer; and

(2) Mitigation of impacts to disturbed critical areas or buffers is provided in accordance with this chapter.

(c) Expansions of Buildings in Commercial Zoning Districts. Structural modification of, addition to, or replacement of legally created buildings and associated impervious surfaces located in the community business, neighborhood business, office, and Town Center A zones, that do not meet the applicable building setback or buffer requirements for wetlands, streams, fish and wildlife habitat conservation area, or landslide hazard areas are allowed a one-time up to 1,000 square foot increase in the existing total footprint of the building and associated impervious surface areas lying within the buffer or building setback subject to the following:

(i) If the existing legally created building(s) and associated impervious surfaces are located within the building setback or buffer required for a landslide hazard area, a critical areas study must be supplied consistent with the provisions of SMC 21A.50.130 and approved by the City that demonstrates that there will be no increased risk to life or property by the proposed footprint expansion;

(ii) If the existing legally created building(s) and associated impervious surfaces are located over or within a wetland, stream, or landslide hazard area, no further expansion within the wetland, stream, or landslide hazard area is allowed; and

(iii) If an existing legally created building(s), and associated impervious surfaces, are located within the building setback or buffer for a stream or wetland, or within a fish and wildlife habitat conservation area:

(A) No portion of the modification, addition or replacement may be located closer to a wetland or stream than the nearest extent of the existing building(s), except as provided under subsection (2)(c)(iii)(B) of this section.

(B) When there is an intervening building(s) on a perpendicular line in between the subject wetland or stream and building(s) that is proposed to be modified, added to, or replaced, the modification, addition or replacement may be located closer to the wetland or stream, provided no portion of the modification, addition or replacement is located closer than 50 feet to the wetland or stream.

(C) Modifications, additions, or replacements authorized under this subsection shall meet the following criteria:

(1) A critical areas study approved by the City demonstrates that the proposed modification, addition, or replacements authorized by this subsection will also result in a net improvement in hydrologic and habitat values to the subject affected wetland, stream, fish and wildlife habitat conservation area through restoration of degraded areas and/or buffer or through provision of additional vegetated buffer; and

(2) Mitigation of impacts to disturbed critical areas or buffers is provided in accordance with this chapter.

(4) Revisions to existing legally established landscaping are allowed subject to the following:

(a) The landscaped area shall not be increased within the critical area or buffer; and

(b) Landscaping features may be revised or replaced with similar features or features with less impact to the critical area or buffer, such that the remaining functions of the critical area and/or buffer are maintained or improved (e.g., plant material replaced with alternate plant material, hardscape replaced with alternate hardscape, hardscape replaced with plant material, etc.); and

(c) Revisions authorized under this subsection shall not require a critical areas study.

(5) Conservation, preservation, restoration and/or enhancement is allowed within critical areas or buffers subject to the following:

(a) Conservation and preservation of soil, water, vegetation, and other fish and wildlife habitat is allowed where it does not include alteration of the location, size, dimensions or functions of an existing critical area or buffer.

(b) Restoration and enhancement of critical areas or buffers is allowed; provided, that actions do not alter the location, dimensions or size of the critical area or buffer, that actions improve and do not reduce the existing quality or functions of the critical areas or buffers, and that actions are implemented according to a restoration or enhancement plan that has been approved by the City of Sammamish.

(6) Select Vegetation Removal Activities.

(a) Removal of nonnative or invasive Washington State and/or King County listed noxious weeds in an area of up to 2,500 square feet within a critical area or buffer is allowed with no permit requirement if the following provisions are met:

(i) The plants are removed using hand labor and/or light equipment;

(ii) Soil disturbance is minimized and no filling or modification of soil contours occurs;

(iii) Water quality is protected and there is no modification of hydrology patterns within the critical area or buffer;

(iv) Native plants are protected from removal or damage;

(v) Appropriate erosion-control measures are used;

(vi) The area is replanted with a like kind and density of native vegetation following nonnative plant removal. For example, if dense nonnative blackberry is removed, at a minimum, dense native shrubs must be replanted following blackberry removal, though native trees and groundcover could also be included and are encouraged if desired; and

(vii) Removal of nonnative or invasive plants authorized under this subsection shall not require a critical areas study.

(b) For removal of nonnative vegetation in an area greater than 2,500 square feet, a clearing and grading permit is required and must be accompanied by a native plant restoration plan in accordance with applicable provisions of this chapter. A critical areas study may be required by the director.

(7) Reconstruction or replacement of the exterior footprint of an existing, legally established structure not meeting current regulations is allowed; provided, that the addition or reconstruction does not increase the noncompliance to current regulations. A critical areas study may be required by the director.

(a) Replacement may be allowed in a different location not meeting current regulations if a determination is made by the City that the new location results in less impact to environmentally critical area functions and values than replacement in the existing footprint.

(b) Existing structures that were legally established but which are not meeting current regulations may be maintained, reconstructed, or repaired; provided, that the maintenance/reconstruction/repair does not increase the extent of noncompliance with current regulations by encroaching upon or extending into the environmentally critical areas or other area where new construction or use would not be allowed.

(c) If a structure not meeting current regulations is damaged by fire, explosion, or other casualty and/or natural disaster or is otherwise demolished, it may be reconstructed to match the footprint that existed immediately prior to the time the damage occurred or in accordance with subsection (6)(a) of this section; provided, that all of the following criteria are met:

(i) The owner(s) submit a complete application within 24 months of the date the damage occurred; and

(ii) All permits are issued within two years of initial submittal of the complete application, and the restoration is completed within two years of permit issuance. This period may be extended for one additional year by the director if the applicant has submitted the applications necessary to establish the use or activity and has provided written justification for the extension.

(d) A structure not meeting current regulations that is moved outside the existing footprint must be brought into conformance with this chapter, except as allowed by subsection (6)(a) of this section.

(8) A permit or approval sought as part of a development proposal where previous critical areas review has been completed is exempt from the provisions of this chapter and any administrative rules promulgated thereunder, except for the notice on title provisions, SMC 21A.50.180 and 21A.50.190, if:

(a) The City previously reviewed all critical areas on the site;

(b) There is no material change in the development proposal since the prior review that would affect a critical area;

(c) There is no new information available that is important to any critical area review of the site or particular critical area;

(d) No more than five years have lapsed since the issuance of the permit or approval under which the prior review was conducted; provided, that the director may allow a longer time period if new review would be unlikely to provide new information about the critical area; and

(e) The prior permit or approval, including any conditions, has been complied with.

(9~~2~~) Nonconforming Lots. An undeveloped lot, tract, parcel, site, or division of land located landward of the OHWM that was legally established prior to the effective date of this program, but which does not conform to the present lot size standards, may be developed subject to conformance to other applicable requirements of this program.

(10~~3~~) Nonconforming Uses.

(a) Uses that were legally established prior to the adoption or amendment of this program and are nonconforming with regard to the use regulations of this program may continue as legal nonconforming uses.

(b) An existing use designated as a conditional use that lawfully existed prior to the adoption or amendment of this program and which has not obtained a conditional use permit shall be considered a legal nonconforming use and may be continued subject to the provisions of this section without obtaining a conditional use permit.

(c) If a nonconforming use is discontinued for 12 consecutive months or for 12 months during any two-year period, the nonconforming rights shall expire and any subsequent use shall be conforming unless in compliance with this program.

Exhibit 2

ATTACHMENT A: FINDINGS AND CONCLUSIONS FOR PROPOSED LIMITED AMENDMENT TO THE CITY OF SAMMAMISH SHORELINE MASTER PROGRAM

SMP Submittal accepted January 17, 2014, Ordinance No. 02013-350
Prepared by Joe Burcar on March 2, 2016

Brief Description of Proposed Amendment:

The City of Sammamish submitted to Ecology for approval, a limited amendment to their Shoreline Master Program (SMP) incorporating revised standards from their updated environmental Critical Areas Ordinance (CAO).

FINDINGS OF FACT

Need for amendment. Following the City's 2013 review of their environmental CAO, the proposed shoreline amendment intends to incorporate changes affecting the SMP to allow implementation of the updated CAO standards city-wide. According to the City, the 2013 amendments were informed by an updated Best Available Science review, which they conclude will ensure adequate environmental protection while also providing flexibility for property owners developing sites constrained by environmental critical areas.

SMP provisions to be changed by the amendment as proposed: As described within the City's Cumulative Impact Analysis (ESA, 2013; 2):

"The new (revised) ECA regulations as adopted by the Council maintain most of the critical areas protections incorporated by reference into the SMP. Some of the proposed amendments would alter the standards for wetlands, streams, fish and wildlife habitat conservations areas, and erosion hazards – all of which play an important role in maintaining shoreline ecological functions".

The amendment includes a number of changes that vary in significance to the SMP. As described in Ecology's comments to the City in April of 2013, the most significant concerns are related to the proposed wetland amendments.

The following table adapted from the City's Cumulative Impact Analysis (ESA, 2013) provides a summary of the major revisions adopted by the City. The middle column of the table generally describes the City's intent in making the revision and the right-hand column describes the anticipated effect of the change on shoreline ecological functions as they are described by the City's shoreline Inventory/Characterization report.

CAO Section	Intent of Revision to CAO	**Potential Effect** – *to Shoreline Ecologic Functions*
21A.50.350 (3) Streams – Mitigation requirements	**Allows fee-in-lieu mitigation for impacts to streams**	**Neutral** or **Beneficial**, especially with use of mitigation" receiving" sites within City's shoreline jurisdiction.
21A.50.327 Fish and wildlife habitat corridors.	**Alternative wildlife protection approach for fish and wildlife habitat corridors** - requires site specific analysis of wildlife habitats as opposed to reliance on outdated King County habitats map.	**Beneficial**, especially for habitat functions.
21A.50.060 Allowances for existing	**New allowances for addition to existing single detached dwelling units and accessory dwelling**	Detailed analysis of potential cumulative impacts provided in Chapter 4.

CAO Section	Intent of Revision to CAO	**Potential Effect** – *to Shoreline Ecologic Functions*
urban development and other uses	**units within critical areas buffers** – allows for limited expansion of these structures within some ECA buffers which could weaken buffer protection.	
21A.50.310(4) & 21A.50.315 (2) Wetlands – Mitigation requirements / Alternative mitigation	Allows fee-in-lieu mitigation for allowed impacts to wetlands	**Neutral** or **Beneficial**, especially with use of mitigation "receiving" sites within City's shoreline jurisdiction.
Wetlands – Mitigation requirements	**Revised wetland mitigation ratios** – requires mitigation ratios to be based upon different types of wetland mitigation (e.g., creation, rehabilitation, etc), and provides specific criteria for Category 1 bog and natural heritage site wetlands ensuring that mitigation is functionally appropriate and feasible for wetlands with special characteristics. Clarifies expectations for wetland mitigation and establishes consistency with state and federal regulatory guidelines.	**Beneficial**, especially for habitat and water quality functions.
21A.50.320(3) Wetlands – Development Flexibilities	**Allowance for Alteration of Small, Isolated Wetlands** – Establishes a pilot program that would allow isolated wetlands less than 4,000 SF to be filled without first avoiding the impact; must be non-riparian and score 15 or less habitat points. Allowed for a maximum of three single family home development projects.	**Potentially negative**; detailed analysis of potential cumulative impacts provided in Chapter 4.
21A.50.320(2) Wetlands – Development Flexibilities	**Buffer reduction without avoidance / minimization for Category III and IV wetlands 4,000 SF or less in size** – mitigation as enhancement is provided within wetland, remaining buffer, or adjoining high value habitat.	**Potentially negative**; detailed analysis of potential cumulative impacts provided in Chapter 4.
21A.50.225(3) EHNSWB Overlay, No-disturbance area development standards.	**New allowances for development and subdivision in the no-disturbance area of the Erosion Hazard Near Sensitive Water Bodies (EHNSWB) Overlay.**	
	The update provides new allowances for single-family home construction and modification on existing lots in the EHNSWB Overlay no-disturbance area; allows for an expansion in the amount of impervious surface on a site as long as there is no increase in stormwater volume; limited areas overlap with Lake Sammamish shoreline jurisdiction.	**Potentially negative** to functions supporting Lake Sammamish water quality; detailed analysis of potential cumulative impacts provided in Chapter 4.
21A.50.225(5) EHNSWB Overlay, Pilot program	The update authorizes up to four subdivisions in the no-disturbance area of the EHNSWB Overlay subject to a pilot program; criteria are provided directing how subdivision would manage runoff (either through a direct discharge / tightline approach, or through use of LID approaches for land development and stormwater management).	**Potentially negative** to functions supporting Lake Sammamish water quality; detailed analysis of potential cumulative impacts provided in Chapter 4.

Amendment History, Review Process: According to the City, the proposed SMP amendment was prompted by a comprehensive review of the City's environmental Critical Areas Ordinance that started in 2011. The record shows that the City provided multiple opportunities for the public or interested parties to comment on the proposed amendments. In fact, the City Council held a public hearing on the amendments, which was proceeded by five study sessions and six public meetings dedicated to this topic. In addition, the City's Planning Commission reportedly held over 20 public meetings throughout their time developing the proposed amendment.

With passage of Ordinance #02013-350, on July 13, 2013 the City authorized staff to forward the proposed amendments to Ecology for state review of the limited amendment to the City's existing Shoreline Master Program.

Ecology certified the amendment package as complete on January 17, 2014. In compliance with the requirements of WAC 173-26-120 (2) Notice of Ecology's comment period was distributed to over 100 state or local interested parties identified by the City in early September 2014 and was posted on Ecology's website.[1] The notice included a description of the proposed amendment, a description of the authority under which the action is proposed, and details of the manner in which interested persons may obtain copies and present their views. The state comment period formally started on September 12, 2014 and continued through October 13, 2014. At the close of the comment period, Ecology received written comments from three individuals, as summarized in attachment D.

Finding

Ecology finds that the City satisfied SMP-Guideline requirements related to public process in WAC 173-26-201 (3) (b), through Planning Commission review/deliberation and City Council review/deliberation, as well as extensive staff outreach throughout their amendment process.

Consistency with Chapter 90.58 RCW: The proposed amendment has been reviewed for consistency with the policy of RCW 90.58.020 and the approval criteria of RCW 90.58.090 (3), (4) and (5). The City also provided evidence of compliance with SMA procedural requirements in amending their SMP, as contained in RCW 90.58.090 (1) and (2).

Consistency with "applicable guidelines" (Chapter 173-26 WAC, Part III): The proposed amendment has been reviewed for compliance with the requirements of the applicable Shoreline Master Program Guidelines (WAC 173-26-171 through 251 and 173-26-020 definitions). This included review of a SMP Submittal Checklist, which was completed by the City and submitted to Ecology along with the other amendment materials.

Consistency with SEPA Requirements: The City submitted evidence of SEPA compliance in the form of a SEPA checklist and issued a Determination of Non-Significance (DNS) for the proposed SMP amendment on May 20, 2013. Notice of the SEPA determination was published in *The Seattle Times*.

Other Studies or Analyses supporting the SMP update: Ecology also reviewed the following materials submitted by the City in support of the limited SMP amendment:

These materials include:

- *City of Sammamish Best Available Science Review (AMEC, 2013);*
- *Cumulative Impacts Analysis dated October 2, 2013 (ESA, 2013);*
- *City of Sammamish Ordinance #02013-35 dated July 9, 2013*
- *Shoreline Master Program Submittal Checklist dated November 8, 2013;*
- *Department of Ecology comment letter dated October 3, 2012*

[1] http://www.ecy.wa.gov/programs/sea/shorelines/smp/mycomments/SammamishLimitedAmendment.html

- *Department of Ecology comment letter dated April 23, 2013; and*
- *Additional materials provided by the City's limited amendment submittal accepted by Ecology as complete on January 17, 2014.*

Summary of Issues Identified by Ecology as Relevant To Its Decision: The scope of the City's amendments to their Shoreline Master Program (SMP) are a subset of the changes included in the City's 2013 amendments to their Critical Areas Ordinance (CAO), as not all of the CAO provisions are included in the City's SMP. As described in our October 3, 2012 and April 23, 2013 letters to the City, the adequacy of the City's wetland provisions are particular important to Ecology, as the SMP-Guidelines require that SMP provisions protect existing functions from loss from anticipated future development (i.e., No Net Loss). Consistent with this early feedback to the City, Ecology's formal review of the amendment considered all information provided in the record in determining consistency with state requirements.

WAC 173-26-186 (8) (b) of the SMP-Guidelines requires that; *"Local master programs shall include policies and regulations designed to achieve no net loss of those ecological functions."*

Consistent with the process described in WAC 173-26-201 of the SMP Guidelines, the City submitted to Ecology a Cumulative Impact Analysis prepared by ESA dated October 2013, analyzing the likely affects of amended SMP provisions.

WAC 173-26-221 (2) of the SMP-Guidelines requires that Shoreline Master Programs manage critical areas located within shoreline jurisdiction in a manner that adequately protects shoreline ecological functions. Subsection (c) (i) provide minimum standards specific to managing wetlands. Related to the City's "isolated wetland" amendment, WAC 173-26-221 (2) (c) (i) (C) states: *"**Alterations to wetlands.** Master program provisions addressing alterations to wetlands shall be consistent with the policy of no net loss of wetland area and functions, wetland rating, scientific and technical information, and the mitigation priority sequence defined in WAC 173-26-201 (2) (e)."*

Based on our review of the amended provisions for consistency with applicable SMP-Guideline requirements, and consideration of information/comments provided during Ecology's comment period (attachment D), the following topics remain relevant to Ecology's decision on this amendment:

Isolated Wetland Provisions – The City's amendment adds a definition for "wetlands isolated" in section 21A.15.1410 and authorizes alteration (filling) of some "isolated wetlands," without first demonstrating avoidance of impacts through new provisions in section 21A.50.320. The amendments appear to authorize wetland alteration under three of the following scenarios:

- Provision 21A.50.320 (1) modifies the definition of "isolated wetlands" provided in section 21A.15.1410 by deferring to a "qualified professional" in designating "isolated wetlands" that are less than 1000-sq' in total area;
- Provision 21A.50.320 (2) provides a 15-foot buffer reduction for Category III and IV wetlands less than 4,000-sq' in size and with a habitat score of "4"[2] or less;
- Provision 21A.50.320 (3) creates a pilot program, authorizing alteration of up to three Category III and IV "isolated wetlands" over a two year period. The pilot program would be

[2] Note the 2014 Wetland Rating System provide an updated scoring system, for which a score of "15" under the previous rating system is equivalent to a score of "4 or less" under the updated system.

limited to "isolated wetlands" that are less than 4,000-sq' in size and are characterized as "non riparian" and have a habitat score of "4"[3] or less.

Issue #1: By definition it is unlikely that "isolated wetlands" exist within shoreline jurisdiction, raising questions related to the need or appropriateness for the City's amendment.

As detailed in *attachment B* and *attachment C*, Ecology noted a number of inconsistencies with the City's amendment related to definitions and authorities associated with managing "isolated wetlands."

Provision 21A.50.320 (1) authorizes alteration of wetlands less than 1,000-sq' and inappropriately defers federal authority to a "qualified professional" to designate these features as "isolated wetlands." Under the Clean Water Act (CWA), the federal government (not the City or Ecology) has authority to make a jurisdictional determination on whether a particular wetland is regulated under the CWA or not. The U.S. Army Corps of Engineers regulates wetlands as waters of the United States, except for isolated wetlands which the Corps generally considers to be those wetlands without sufficient hydrologic connection with, or location next to, navigable water (such as a river, lake, or marine water). This federal authority was reaffirmed through a United States Supreme Court ruling in 2001 (*Solid Waste Agency of Northern Cook County vs. United States Army Corps of Engineers et al., 531 U.S. 159*). In this case, the Court determined that jurisdictional waters of the United States should be regulated under the Clean Water Act and that non-jurisdictional water called "isolated wetlands" would not be subject to federal oversight. The case clearly confirmed the federal government's authority to determine Clean Water Act jurisdiction, including designation of wetlands as connected or isolated from waters of the United States. Even though a qualified professional can assess the wetland and offer a written opinion of jurisdiction, they do not have the authority to determine if a wetland is in or out of Clean Water Act jurisdiction. As noted in the City's *Cumulative Impact Analysis*, the approach being proposed would likely generate ongoing disputes or debate between City staff, private consultants and Ecology when the ultimate decision lies with the federal government to determine jurisdiction relative to the Clean Water Act.

In addition, associated wetlands as defined in the City's SMP[4] and under state statute could not be considered to be an "isolated wetlands," as any influence to the wetland from the adjacent lake or stream is evidence of a connection and thus not "isolated."

Based on consideration of applicable SMP-Guideline requirements and the issues described above, Ecology cannot approve provision 21A.50.320 (1) to be included in the SMP as proposed. The proposed standards create inconsistencies related to the SMP's definition of "isolated wetlands" provided in 21A.15.1410 and inappropriately defers to a "qualified professional" to designate "isolated wetlands" as opposed to relying upon the federal authority (confirmed by the Supreme Court in 2001) under the CWA. Further, the underlying need to allow the amendment (within shoreline jurisdiction), is not adequately described in the record, nor are any "isolated wetlands"

[3] Note the 2014 Wetland Rating System provide an updated scoring system, for which a score of "15" under the previous rating system is equivalent to a score of "4 or less" under the updated system.

[4] (97) Wetland, Associated. Associated Wetland means wetlands that are in proximity to lakes, rivers or streams that are subject to the Shoreline Management Act and either influence or are influenced by such waters. Factors used to determine proximity and influence include but are not limited to: location contiguous to a shoreline waterbody, presence of a surface connection including through a culvert or similar device, location in part or whole within the 100 year floodplain of a shoreline, periodic inundation, and/or hydraulic continuity.

identified or anticipated to be found in shoreline jurisdiction according to the City's *Cumulative Impact Analysis*. Therefore, Ecology has no information or analysis to support a conclusion that the amendment would be consistent with applicable SMP-Guideline requirements such as maintaining no net loss of shoreline ecological functions (WAC 173-26-186) or consistency with applicable Critical Area standards in WAC 173-26-221.

Issue #2: Potential impacts associated with the amendment cannot be determined, as it is not clear if "isolated wetlands" exist in shoreline jurisdiction.

Ecology is not aware of any technical information or scientific literature that would support exempting the alteration of small wetlands. As suggested in comments provided to the City on April 23, 2013, if exemptions are proposed as a matter of regulatory flexibility, then the regulations should clearly state that the exemptions would only apply to "isolated" Category III and Category IV wetlands that meet the specific criteria.[5] In addition, Ecology recommended that a critical areas study would need to be required to demonstrate that the wetland to be altered satisfies the applicable criteria and to assure that all impacts are fully mitigated.

Section 21A.50.320 (1) of the amended ordinance does not limit alteration of wetlands based on criteria recommended by Ecology. Section 21A.50.320 (1) make no mention of wetland type (i.e., Category I – IV), characterization of riparian areas, buffers, wetland mosaics or local populations of priority species, as potential factors to consider before authorizing alteration of the wetland.

Ecology notes that the City did adopt language consistent with the Washington Department of Fish and Wildlife for "riparian area"[6] in the definitions section, but have not included the term "riparian" in 21.A50.320 (1) with regards to alteration of small isolated wetlands less than 1,000-sq' in size. As described in Ecology's October 3, 2012 letter to the City, it is not possible to conclude from size alone what functions and values a particular wetland is providing. Ecology's *Wetlands in Washington State, Volume 1: A Synthesis of the Science*[7] emphasizes that small wetlands and isolated wetlands provide many important functions. Many of these small and/or isolated wetlands are biologically unique systems that are critically important to amphibians. The loss of small wetlands could result in increased fragmentation of habitat and greater distances between wetland patches (See Chapter 4 of Volume 1). These impacts could have a significant effect on the ability of a landscape to support viable populations of wetland-dependent wildlife, including amphibians.

Consistent with the City's *Cumulative Impact Analysis* (CIA) prepared by ESA dated October 2013, Ecology believes that by definition it is very unlikely that "isolated wetlands" exist within shoreline jurisdiction. In fact, section 4.5.2. of the CIA acknowledges that while unlikely, it might be possible

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[5] See *Wetlands & CAO Updates: Guidance for Small Cities (Western Washington Version),* Ecology Publication #10-06-002, January 2010

[6] As described in Ecology's comment letter to the City, WDFW defines riparian areas as the area adjacent to flowing or standing freshwater aquatic systems. Riparian habitat encompasses the area beginning at the ordinary high water mark and extends to that portion of the terrestrial landscape that is influenced by, or that directly influences, the aquatic ecosystem. In riparian systems, the vegetation, water tables, soils, microclimate, and wildlife inhabitants of terrestrial ecosystems are often influenced by perennial or intermittent water. Simultaneously, adjacent vegetation, nutrient and sediment loading, terrestrial wildlife, as well as organic and inorganic debris, influence the biological and physical properties of the aquatic ecosystem. Riparian habitat includes the entire extent of the floodplain and riparian areas of wetlands that are directly connected to stream courses or other freshwater.

[7] Ecology Publication #05-06-006, March 2005, sections 5.3.3 and 5.3.4

for an isolated wetland to exist, they state: *"it could be argued that any wetland within the shoreline jurisdiction is still within or adjacent to the riparian area…"*

In addition, Section 4.5.2 of the *Cumulative Impacts Analysis* cautions that: *"The allowance may create a tendency for applicants to claim that some wetlands are isolated and non-riparian, which could put an administrative burden on City staff to determine if wetlands in question are in fact isolated and not adjacent to a riparian area."*

The SMP-Guidelines at WAC 173-26-191 (2) (a) (ii) requires that master program regulations *"be sufficient in scope and detail to ensure the implementation of the Shoreline Management Act, statewide shoreline management policies of this chapter, and the local master program policies."*

Therefore, Ecology cannot approve the incorporation of provision 21A.50.320 (1) into the updated SMP, as the standards do not provide sufficient detail related to anticipated effects and/or potential cumulative impacts resulting from implementation of the amended provisions within the City's shoreline areas.

Finding

Ecology finds that the proposed SMP amendments as approved by the City under Ordinance 02013-350 cannot be approved as submitted, but can be modified to be consistent with applicable SMP-Guideline requirements as identified by Ecology's required changes listed in attachment B. Ecology also finds the proposed SMP amendments would be improved through adoption of recommended changes listed in attachment C.

CONCLUSIONS OF LAW

After review by Ecology of the complete record submitted and all comments received, Ecology concludes that the City's proposal, subject to and including Ecology's required changes (**attachment B**), could be considered consistent with the policy and standards of RCW 90.58.020 and RCW 90.58.090 and the applicable SMP-Guidelines (WAC 173-26-171 through 251 and .020 definitions).

Ecology concludes that the proposed SMP amendment, subject to the required changes in attachment B, can satisfy the intent of the provision for no net loss of shoreline ecological functions provided in WAC 173-26-201 (2) (c).

Ecology concludes that recommended changes in attachment C will further clarify and improve the proposed SMP amendment.

Ecology concludes that those SMP segments relating to shorelines of statewide significance provide for the optimum implementation of Shoreline Management Act policy (RCW 90.58.090 (5).

Ecology concludes that the City of Sammamish complied with the purpose and intent of local amendment requirements contained in WAC 173-26-100, including conducting public hearings, notice, consultation with parties of interest and solicitation of comments from tribes, government agencies and Ecology.

Ecology concludes that the City of Sammamish complied with the requirements of RCW 90.58.130 and WAC 173-26-090 regarding public and agency involvement in the SMP amendment process.

Ecology concludes that the City of Sammamish complied with requirements of Chapter 43.21 (C) RCW, the State Environmental Policy Act.

Ecology concludes that the City of Sammamish's limited SMP amendment submittal to Ecology was complete pursuant to the requirements of WAC 173-26-110 and WAC 173-26-201 (3) (a) and (h) and as demonstrated through the SMP Submittal Checklist submitted by the City.

Ecology concludes that procedural requirements for state review and approval of shoreline master program amendments have been followed, as set forth in WAC 173-26-120.

DECISION AND EFFECTIVE DATE

Based on the preceding, Ecology has determined the proposed amendments will be consistent with the policy of the Shoreline Management Act, the applicable guidelines and implementing rules, once changes set forth in **attachment B** are accepted by the City.

As provided in RCW 90.58.090 (2) (e) (ii) the City may choose to submit an alternative to all or part of changes required by Ecology. If Ecology determines that the alternative proposal is consistent with the purpose and intent of Ecology's original changes and with RCW 90.58, then the department shall approve the alternative proposal and that action shall be the final action on the amendment.

As provided in RCW 90.58.090 (7) Ecology's final approval of the proposed amendment will become effective fourteen days from the date of Ecology's written notice of final action.

Exhibit 2

The following changes are necessary to comply with the SMA (RCW 90.58) and the SMP Guidelines (WAC 173-26, Part III);

ITEM	PROVISION	TOPIC	BILL FORMAT CHANGES [underline-additions; ~~strikethrough-deletions~~]	ECOLOGY - *DISCUSSION/RATIONALE*
1	**25.01.060**	Incorporation by reference	25.01.060 *Relationship to Plans, Policies and Regulations* (5) The following provisions of the Sammamish Municipal Code are adopted as part of this SMP, and attached herein: SMC 13 (Surface Water Management, adopted by Ord 2011-304, on May 16, 2011), SMC 21.10.120 (Historic Resources, adopted by Ord 2008-240, on Dec 16, 2008) and sections of the City's Critical Areas Ordinance as described within this program 25.01.070 (adopted by Ord 2005-193, on December 20, 2005 and revised by Ord 2009-264 on October 6, 2009, and Ord 2009-274 on December 1, 2009, and Ord 02013-350 on July 9, 2013).	*Ecology's guidelines at WAC 173-26- 191(2) (a) require that documents incorporated by reference must indicate the specific ordinance that will apply. This change is the mechanism for formally acknowledging the critical area ordinance amendments adopted July 9, 2013 that will apply within shoreline areas.*
2	**25.01.070**	Exceptions to critical areas regulations	25.01.070 *Critical Areas Regulations Incorporated by Reference* Provisions of the Sammamish Critical Areas Ordinance codified in SMC 21A.50 exclusive of SMC 21A.50.050 (Complete exemptions), SMC 21A.50.060 (Partial Exemptions), SMC 21A.50.070 (Exceptions), and SMC 21A.50.400 (Sunset provisions) are considered part of this SMP. In shoreline jurisdiction, the critical area shall be implemented consistent with the following: • Under 21A.50.320 (1) and 21A.15.1410, isolated wetlands shall be determined by the United States Army Corps of Engineers. • Pilot projects under 21A.50.320 (3) shall require approval of a shoreline conditional use permit if located within shoreline jurisdiction. The applicant shall obtain all necessary state and federal authorizations for isolated wetland impacts prior to beginning any ground disturbing activities or timber harvest.	***Regulations addressing isolated wetlands:*** *This change is required because under the City's Critical Areas Code 21A.50.320 (1) and 21A.15.1410, federal authority in determining Clean Water Act (CWA) jurisdiction is deferred to a "qualified professional." This change would be inconsistent with a 2001 US Supreme Court decision" (Solid Waste Agency of Northern Cook County v. United States Army Corps of Engineers et al., 531 U.S. 159). As established by the Court in 2001, the United States Army Corps of Engineers (USACOE) has authority to determine CWA jurisdiction, including the authority to designate a wetland as "isolated" or not a jurisdictional water of the United States. Further, as described in previous communication to the City (letters dated October 3, 2012 and April 23, 2013), the wetland rating system is not an appropriate tool for determining hydrological isolation or regulatory authority of isolated wetlands. A qualified professional can assess the likelihood of jurisdiction, but lacks the authority to make a regulatory decision affecting the jurisdiction of the CWA. Therefore, the identified change is necessary to assure consistency with SMP-Guidelines requirements at WAC 173-26-186 (8) (b) and WAC 173-26-221 related to designing SMP provisions to achieve no net loss of shoreline ecological functions and consistency with wetland development standards, Further confirmation of "isolated" wetland determination from state and/or federal agencies is recommended in the City's Cumulative Impact Analysis (ESA, 2013; 22).* ***Requirement for a CUP for pilot projects:*** *As described in the City's Cumulative Impact Analysis (ESA, 2013) and in Ecology's Findings & Conclusions (attachment A), "isolated wetlands" are not expected to be found within shoreline jurisdiction. Despite this conclusion, the City has adopted a Pilot Program as defined under section 21A.50.320 (3). Therefore, to accommodate the City's request, Ecology has incorporated this requirement for a shoreline Conditional Use Permit (CUP) that would be required for review of any isolated wetland alterations within shoreline jurisdiction. A shoreline CUP requires that a unique or unanticipated proposal demonstrate consistency with the local master program and shoreline management act goals through evaluation of CUP approval criteria listed in WAC 173-27-160. This criteria includes consideration of "cumulative impacts", which would be appropriate in this case, as the City's CIA (ESA, 2013) did not anticipate the occurrence of isolated wetlands within shoreline jurisdiction and therefore did not attempt to characterize potential cumulative impacts resulting from this provision.*

Exhibit 2

ITEM	PROVISION	TOPIC	BILL FORMAT CHANGES [underline-additions; ~~strikethrough-deletions~~]	ECOLOGY - *DISCUSSION/RATIONALE*
3	**25.01.080**	Effective Date	25.01.080 *Effective Date* This Program and all amendments thereto shall become effective ~~immediately upon~~ fourteen days from the date of the Department of Ecology's written notice of final approval ~~by the Department of Ecology~~.	*Required for consistency with RCW 90.58.090 (7).*

Exhibit 2

The following changes are recommended to the City pursuant to WAC 173-26-120 (7)

<table>
<tr><th>ITEM</th><th>PROVISION</th><th>TOPIC</th><th>BILL FORMAT CHANGES [underline-additions; ~~strikethrough-deletions~~]</th><th>ECOLOGY - DISCUSSION/RATIONALE</th></tr>
<tr><td>A</td><td>21A.50.290 (1) & (2)</td><td>Revised Wetland Rating System</td><td>(1) Wetlands shall be rated according to the Washington State Wetland Rating System for Western Washington (Department of Ecology, ~~2004~~ 2014, or as may be amended or revised by the Department from time to time). This document contains the definitions, methods and a rating form for determining the categorization of wetlands described below:
(a) Category 1. Category 1 wetlands include those that receive a score of greater than or equal to ~~70~~ 23-27 based on functions, or those that are rated Category 1 based on special characteristics as defined in the rating form.
(b) Category 2. Category 2 wetlands include those that receive a score of ~~51 through 69~~ 20-22 based on functions, or those that are rated Category 2 based on special characteristics as defined in the rating form.
(c) Category 3. Category 3 wetlands include those that receive a score of ~~30 through 50~~ 16-19 based on functions.
(d) Category 4. Category 4 wetlands score less than ~~30~~ 9-15 points based on functions.
(2) The following standard buffers shall be established from the wetland edge
<table>
<tr><th colspan="2">Wetland Category</th><th>Standard Buffer Width (ft)</th></tr>
<tr><td rowspan="4">Category I:</td><td>Natural Heritage or bog wetland</td><td>215</td></tr>
<tr><td>Habitat score ~~29-36~~ 8-9</td><td>200</td></tr>
<tr><td>Habitat score ~~20-28~~ 5-7</td><td>150</td></tr>
<tr><td>Not meeting above criteria</td><td>125</td></tr>
<tr><td rowspan="3">Category II:</td><td>Habitat score ~~29-36~~ 8-9</td><td>150</td></tr>
<tr><td>Habitat score ~~20-28~~ 5-7</td><td>100</td></tr>
<tr><td>Not meeting above criteria</td><td>75</td></tr>
<tr><td rowspan="2">Category III:</td><td>Habitat score ~~20-28~~ 5-7</td><td>75</td></tr>
<tr><td>Not meeting above criteria</td><td>50</td></tr>
<tr><td>Category IV:</td><td>Habitat score ~~20-28~~ 5-7</td><td>All Land Use Types - 50</td></tr>
<tr><td>Category III and IV:</td><td colspan="2">Subject to SMC 21A.50.320</td></tr>
</table></td><td>The recommended changes reflect the new scoring system used in the revised 2014 Wetland Rating System. The City has already adopted an automatic update provision and is using the latest manual – these changes clarify areas where the code will be implemented consistent with the latest version of the manual and will ensure ensure consistency with SMP-Guideline requirements under WAC 173-26-221 (2) (c) (i) (B).</td></tr>
<tr><td>B</td><td>21A.50.290 (7) (c)</td><td>Buffer averaging</td><td>(c) The buffer width is not reduced to less than ~~50~~75 percent of the standard buffer width at any location;</td><td>The identified change reducing administrative buffer reductions to less than 25-percent is intended to ensure consistency with scientific documentation related to protection of shoreline ecological functions.</td></tr>
<tr><td>C</td><td>21A.50.290 (7) (f)</td><td>Buffer averaging</td><td>(~~d~~f) Buffer averaging may be used in conjunction with buffer reduction options in this section, provided the total combined reduction does not reduce the buffer to less than ~~50~~75 percent of the standard buffer width at any location;</td><td>Same rationale as item “B” above.</td></tr>
<tr><td>D</td><td>21A.50.290 (8) (a)</td><td>Increased buffers</td><td>(a) When a Category 1 or 2 wetland with a habitat score of greater than ~~29~~ 8-9 points [...]</td><td>Same rationale as item “A” above.</td></tr>
</table>

Exhibit 2

ITEM	PROVISION	TOPIC	BILL FORMAT CHANGES [underline-additions; ~~strikethrough deletions~~]	ECOLOGY - DISCUSSION/RATIONALE
E	**21A.50.290 (9)**	Buffer reduction	(~~8~~9)Buffer Reduction. Buffers may be reduced when buffer reductionimpacts are mitigated and result in equal or greater protection of the wetland functions. Prior to considering buffer reductions, the applicant shall demonstrate application of mitigation sequencing as required in SMC 21A.50.135. A plan for mitigating buffer-reduction impacts must be prepared using selected incentive-based mitigation options from the list below The following incentive options for reducing standard buffer widths shall be considered cumulative up to a maximum reduction of ~~50~~25 percent of the standard buffer width. In all circumstances where a substantial portion of the remaining buffer is degraded, the buffer reduction plan shall include replanting with native vegetation in the degraded portions of the remaining buffer area and shall include a five-year monitoring and maintenance plan.	*Same rationale as item "B" above.*
F	**21A.50.290 (9) (i)**	Buffer reduction	(~~h~~i) Percentages listed above may be added together to create a total buffer reduction; provided, that the total reduction does not exceed ~~50~~ 25 percent of the standard buffer width; the remaining buffer shall be no less than 75% of the standard buffer.	*Same rationale as item "B" above.*
G	**21A.50.320 (1)**	Isolated wetlands	(1) Isolated wetlands, ~~as designated by a qualified professional using the adopted Washington State Wetland rating System for Western Washington~~ as defined consistent with SMC 21A.15.1410, and evaluated in a written and approved critical areas study meeting the requirements of SMC 21A.0.130, with a total area of up to 1,000 square feet may be exempted from the avoidance sequencing provisions of SMC 21A.50.135 (1) (a) ~~and the provisions of SMC 21A.50.290 and may be altered~~.	*Ecology recommends that the city amend this critical area code provision, which authorizes a qualified professional to "designate" isolated wetlands, which is a jurisdictional determination affecting implementation of the Clean Water Act (CWA). This appears to be inconsistent with a 2001 US Supreme Court decision (Solid Waste Agency of Northern Cook County v. United States Army Corps of Engineers et al., 531 U.S. 159). As established by the Court, the United States Army Corps of Engineers (USACOE) are provided authority to determine CWA jurisdiction, including the authority to designate a wetland as "isolated" or not a jurisdictional water of the United States.* *Further, as described in previous communication to the City (letters dated October 3, 2012 and April 23, 2013), the wetland rating system is not an appropriate tool for determining hydrological isolation or regulatory authority of isolated wetlands. A qualified professional can assess the likelihood of jurisdiction, but lacks the authority to make a regulatory decision affecting the jurisdiction of the CWA.* *Further confirmation of "isolated" wetland determination from state and/or federal agencies is a listed recommendation in the City's Cumulative Impact Analysis (ESA, 2013; 22).* *Note: See required changes to SMP Section 25.01.070 in Attachment B. Ecology has required changes to clarify that isolated wetlands within shoreline jurisdiction shall be determined by the USACOE.*
H	**21A.50.320 (2) (a)**	Small Cat. III & IV wetlands	(a) The wetland does not score ~~15~~ 4 points or ~~greater~~less for habitat in the adopted Western Washington Rating System; and .... [...]	*Same rationale as item "A" above.*

Exhibit 2

ITEM	PROVISION	TOPIC	BILL FORMAT CHANGES [underline-additions; ~~strikethrough-deletions~~]	ECOLOGY - DISCUSSION/RATIONALE
I	**21A.50.320 (3)**	Isolated Category III & IV wetland Pilot Program	(3) Pilot Program. (a) Establishment of Pilot Program. A Pilot Program is hereby established to allow isolated category III and IV wetlands to be exempted from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) and the provisions of SMC 21A.50.290, subject to approval of a shoreline conditional use permit if located within shoreline jurisdiction and the provisions of this section. (b) Purpose. The purpose of this Pilot Program is to allow for limited alterations of low habitat value isolated category III and IV wetlands with an area of 4,000 square feet or less, to evaluate the effects of such alterations on hydrologic, habitat, and water quality functions and values. (c) Application. Applications for eligible projects meeting the provisions of subsections (d) through (g) below must be submitted within two calendar years from the effective date of the revision to the Sammamish Shoreline Master Program. (d) Pilot Program Administration. (i) Three (3) projects associated with the construction of a single family home are authorized by this pilot project, subject to the provisions of this section. (i) Eligible projects shall be accepted in the order received. To qualify for submittal, an applicant must have a complete application as described in the city's application material and SMC 20.05, and completed any necessary preliminary steps prior to application as set forth in SMC 20.05. (ii) In the event that an application for a project accepted into the Pilot Program is withdrawn by the applicant or cancelled by the director prior to the expiration of the Pilot Program, the next submitted application shall be accepted into the Pilot Program. (iii) The director shall use the authority under SMC 20.05.100 to ensure expeditious processing of applications. In particular, the director shall set a reasonable deadline for the submittal of corrections, studies, or other information when requested; an extension may be provided based upon a reasonable request. Failure by the applicant to meet a deadline shall be cause for the department to cancel/deny the application. (e) Eligible Projects. Subject to the limitation in the total number of projects in subsection (d) above, wetlands that meet the following criteria, may be exempted from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) and the provisions of SMC 21A.50.290 and may be altered. To be eligible, a critical areas study prepared by a qualified professional shall be approved by the director and shall document the following: (i) The wetland is a category III or IV wetland that is hydrologically isolated from other aquatic resources; and (ii) The total area of the isolated wetland is 4,000 square feet or less; and (iii) The wetland is not adjacent to a riparian area; and (iv) The wetland has a score of ~~15~~ 4 points or less for habitat in the adopted Western Washington Rating System; and (v) The wetland does not contain habitat identified as essential for local populations of priority species identified by Washington Department of Fish and Wildlife~~.~~; and (vi) The applicant shall obtain all necessary state and federal authorizations for isolated wetland impacts prior to	*See required changes to SMP Section 25.01.070 in Attachment B. Ecology has required a CUP for pilot program projects within shoreline jurisdiction. The cross-reference to that requirement is intended to prevent confusion over permit requirements under the Pilot Program.* *In addition, Ecology recommends the following amendment to the city's critical area code to improve clarity and reduce potential for confusion.* *Recommended changes to provision (3) (e) (iv) will ensure consistency with the revised 2014 Wetland Rating System, similar to item "A" above.* *As Ecology commented during the SMP Update Review Process, riparian wetlands within the City's shorelands cannot be considered to be isolated wetlands, because they are considered associated wetlands (October 3, 2012). This change would provide clarity in the city's Critical Areas code.* *The change to provision (3) (e) (vi) reflects a recommendation from the City's CIA (ESA, 2013;22) and will help to ensure consistency with the changes in item #3 (above) and item #7 (below) in defining "isolated wetlands" and reliance on the appropriate authority in determining regulatory jurisdiction.*

Exhibit 2

ITEM	PROVISION	TOPIC	BILL FORMAT CHANGES [underline-additions; ~~strikethrough-deletions~~]	ECOLOGY - DISCUSSION/RATIONALE
			beginning any ground disturbing activities or timber harvest. Isolated wetlands are those wetlands as defined consistent with SMC 21A.15.1410 (f) Mitigation. Mitigation to replace lost wetland functions and values, consistent with SMC 21A.50.310 shall be prepared for review and approval by the director; and,	
J	21A.50.330 (4) (c)	Stream buffer averaging	(c) The buffer is not reduced to less than ~~50~~75 percent of the standard buffer; ~~and~~	*Same rationale as item "B" above.*
K	21A.50.330 (4) (e)	Stream buffer averaging	(~~e~~d)Buffer averaging may be used in conjunction with buffer reduction options in this section, provided the total combined reduction does not reduce the buffer to less than ~~50~~75 percent of the standard buffer width at any location.	*Same rationale as item "B" above.*
L	21A.50.330 (6)	Stream buffer reduction	(6) Buffer Reduction. Buffers may be reduced when buffer-reduction impacts are mitigated and result in equal or great protection of the ecological stream functions. Prior to considering buffer reductions, the applicant shall demonstrate application of mitigation sequencing as required in SMC 21A.50.135. A plan for mitigating buffer-reduction impacts must be prepared using selected incentive-based mitigation options from the list below, and is subject to approval by the City. The following incentive options for reducing standard buffer widths shall be considered cumulative up to a maximum reduction of ~~50~~25 percent of the standard buffer width. In all circumstances where a substantial portion of the remaining buffer is degraded, the buffer reduction plan shall include replanting with native vegetation in the degraded portions of the remaining buffer area and shall include a five-year monitoring and maintenance plan.	*Same rationale as item "B" above.*
M	21A.50.330 (6) (e) (ii)	Stream buffer reduction	(~~d~~e) In-stream habitat enhancement: (i) Up to 20 percent reduction in standard buffer width for log structure placement, bioengineered bank stabilization, or culvert removal; or (ii) Up to ~~30~~25 percent reduction in standard buffer width for improving fish passage and/or creation of side channel or backwater areas.	*Same rationale as item "B" above.*
N	21A.50.13[...]	New validity of wetland delineation standard	A wetland delineation completed over five years ago needs to be revisited. Revisiting a wetland delineation that is five or more years old does not necessarily mean that a new wetland delineation needs to be completed. It means that a field verification may need to be performed to determine whether the delineation is still accurate or whether it needs to be redone based on existing conditions.	*Wetlands can change significantly in a five-year period, due to changes in hydrology, adjacent land uses, and plant species composition. Approved jurisdictional determinations by the U.S. Army Corps of Engineers expire after five years. The 1987 wetland delineation manual by the U.S. Army Corps of Engineers has a requirement for comprehensive determinations to "quantitatively describe the vegetation in the past 5 years" (page 41, step 5).*

The City of Sammamish (City) adopted Ordinance #02013-350 on July 9, 2014 authorizing submittal of the updated Shoreline Master Program (SMP) to the Department of Ecology (Ecology) for review. Ecology notified the City of a complete submittal in a letter dated January 17, 2014, initiating formal review of the updated SMP. The Department of Ecology accepted public comments on the City's updated SMP between September 12, 2014 and October 13, 2014. Notice of the comment period was provided to over 100 individuals listed as regional or local interested parties. Ecology received written comments from three individuals as summarized below.

Please note, the statements below are not the opinions or comments of Ecology, but rather summary of issues raised in comments submitted to Ecology.

Item No.	Comment Topic	Name of Commenter	Comment (Ecology Summary)	*Local Government Response (City of Sammamish Response)*
W-1	**Revisions to ECA** Wetland and other critical area buffers	Save Lake Sammamish (SLS) prepared by Erica Tiliacos	The commenter suggests that the proposed amendments would "roll back important protections from the 2005 code…" and result in increased encroachments into wetland (and critical area) buffers, clearing without the need for a permit and piping of stormwater directly to Lake Sammamish.	***City of Sammamish Response:*** The City Council, in adopting the amendments to the Environmentally Critical Areas regulations, adopted regulations that were informed by the Best Available Science. The regulations, as amended, ensure environmental protection and provide flexibility for property owners on sites constrained by environmentally critical areas. Clearing is allowed only (SMC 21A.50.060) for the limited removal of non-native or invasive noxious weeds in limited circumstances with appropriate controls to avoid impacts to critical areas or buffers. The amendments to the Environmentally Critical Areas regulations also reflect an update in the terminology used to reference the current wetland delineation and categorization methodology recommended by the Department of Ecology. The City recognizes that this change may appear to be a "roll back" by the commenter; however the proposed change is supported by Best Available Science and is consistent with past Ecology guidance. The proposed allowance for direct discharge of stormwater from subdivisions located in the Erosion Hazard Near Sensitive Water Bodies (EHNSWB) overlay (SMC 21A.50.225(5)) mischaracterizes the amendment. Under the adopted amendment, direct discharge of treated stormwater to a receiving water body, in this case Lake Sammamish, may only be authorized under the Ecology compliant King County Surface Water Design Manual (SWDM), which the City of Sammamish has adopted. The proposed pilot program within the EHNSWB overlay allows for direct discharge of clean water, fully compliant with the adopted SWDM. The substantive change is the authorization of subdivision in the no-disturbance area, where subdivision has previously been prohibited. However, the proposed pilot program allowing subdivision would require a significant increase in water quality control and

Item No.	Comment Topic	Name of Commenter	Comment (Ecology Summary)	*Local Government Response (City of Sammamish Response)*
				construction monitoring than would be otherwise required by the SWDM.
W-2	**Revisions to ECA** Exemptions	Save Lake Sammamish (SLS)	The commenter suggests that the proposed amendments would allow for one time exemptions that are excessive and would be allowed for accessory dwelling units as well as primary structures.	***City of Sammamish Response:*** The City Council, in adopting the amendments to the Environmentally Critical Areas regulations, adopted regulations that were informed by the Best Available Science. The regulations, as amended, ensure environmental protection and provide flexibility for property owners on sites constrained by environmentally critical areas. Accessory dwelling units are encouraged by the City and must meet all applicable environmental regulations.
W-3	**Revisions to ECA** Variance	Save Lake Sammamish (SLS)	The commenter argues that the SMP amendment will allow the City to consider shoreline variance requests to further reduce critical area protections below minimum standards provided in the 2005 CAO. Citing the result of shoreline variance requests since 2005, comments suggest that the proposed amendment will result in reduction of resource protection and will enable more inappropriate development along the City's shoreline.	***City of Sammamish Response:*** In 2009, with the adoption of the Sammamish Shoreline Master Program, the Department of Ecology affirmed that the appropriate approach in requesting a "modification" to the ECA regulations within the shoreline jurisdiction is through a shoreline variance. The proposed amendments to the ECA regulations do not reflect a change to this requirement. The approach used for considering such modifications outside of the shoreline jurisdiction is the Reasonable Use Exception process – which is considered under a similar set of criteria. Shoreline Variances allow the City (and other jurisdictions) to evaluate, on a case-by-case basis, the appropriate balance of environmental protection and property rights, in those cases where ECA regulations would otherwise prevent reasonable use of a property. Generally, the City has issued more decisions approving shoreline variances than denying shoreline variances. The approvals are a result of the City's collaborative approach to land use review with an applicant before a decision is made, and often before an application is submitted. The City is able to illustrate the challenges in a shoreline variance such that un-approvable shoreline variances are not normally received. Shoreline variance proposals that move forward to submittal reflect efforts by the City to guide the applicant in their application to minimize and mitigate impacts to the maximum extent feasible.

Item No.	Comment Topic	Name of Commenter	Comment (Ecology Summary)	*Local Government Response (City of Sammamish Response)*
W-4	**Revisions to ECA** Small Cities Guidance inappropriate	Save Lake Sammamish (SLS)	The commenter notes that the 2005 ECA was based on Best Available Science (BAS). However, they argue that the proposed changes disregard the previous BAS as they only draw from the Small Cities Guidance and do not consider other relevant sources. Therefore, they conclude that the amendment is inconsistent in that the City has not considered all the scientific data/resources available.	***City of Sammamish Response:*** The City considered other Best Available Science sources in crafting the proposed revisions. The record reflects that the City Council and Planning Commission reviewed the East Sammamish Basin and Non Point Action Plan, along with other Best Available Science material prepared by the City's consultant AMEC Environment & Infrastructure. A copy of the Best Available Science material considered was submitted to Ecology for review along with the Shoreline Master Program amendment.
W-5	**Revisions to ECA** Procedural concerns in review and adoption	Save Lake Sammamish (SLS)	Comments state that the review conducted by the Planning Commission was "flawed procedurally" as they focused too heavily on property rights and ease of administering new codes elements. SLS suggest that the Planning Commission did not adequately consider the City's updated Best Available Science review as a part of their recommendation on the SMP amendment. In addition, SLS suggests that individual property owners had excessive influence in the development of the amendment outside of the public's view.	***City of Sammamish Response:*** The review and recommendation by the Planning Commission to the City Council was procedurally consistent with the requirements of WAC 365-195 and 365-196. The record does not support the commenter's assertions. The Planning Commission's recommendation was widely informed by the Best Available Science material and public comment. As potential amendments were evaluated, additional Best Available Science documents were generated by the consultant, AMEC, to further inform the Planning Commission's recommendation process. The Planning Commission held over 25 public meetings, several open houses and roundtable discussions, and received 280 written comments and more than 165 verbal comments. All public comments were accepted and reviewed by the Planning Commission. To aid in deliberations, the Planning Commission developed an evaluation form, which considered the effects of a given amendment in the context of the amendments effects on the environment, on the property owner, and in "administrative" terms. These effects were evaluated as to their qualitative positive or negative result – any amendment that resulted in a qualitatively significant environmental impact was generally not supported. The City Council thoroughly reviewed the Planning Commission recommended amendments over 5 study sessions, held a public hearing on 3 different dates, and deliberated for 4 City Council meetings thereafter.
W-6	**Revisions to ECA** Mitigation banking	Save Lake Sammamish (SLS)	SLS argues that the City does not currently have a mitigation bank and therefore using King County's In-	***City of Sammamish Response:*** The use of wetland mitigation banking is generally supported by Best Available

Item No.	Comment Topic	Name of Commenter	Comment (Ecology Summary)	*Local Government Response (City of Sammamish Response)*
			Lieu-Fee Program would likely not replace lost resources within City limits and thus would not satisfy the no-net loss criteria.	Science. However, off-site wetland mitigation banking is generally the least preferred mitigation approach (ref. SMC 21A.50.310(4) and SMC 21A.50.315) under the City's mitigation sequencing approach. Therefore, it is expected that a qualifying use of mitigation bank credits will be very infrequent. The proposed ECA amendments require that any wetland mitigation bank used, be certified pursuant to WAC 173-700, and would be subject to specific City review and approval on a case-by-case basis to ensure that appropriate mitigation for unavoidable impacts is provided.
W-7	**Revisions to ECA** Increased impacts to critical area buffers	Save Lake Sammamish (SLS)	SLS argue that more encroachments into buffers will be allowed through exemptions allowed by the SMP amendment, which will produce negative cumulative impacts within the shoreline jurisdiction. They note that this will be especially true on small lots in the City.	***City of Sammamish Response:*** The Sammamish October 2013 Cumulative Impact Analysis (CIA) prepared by ESA, addresses the concerns over negative cumulative impacts in general (section 4), and as specifically related to this comment. The City understands that this comment is intended to address the provisions for "Existing Urban Development", which is specifically discussed in sections 4.3 of the CIA document. The proposed amendments require the mitigation, consistent with Best Available Science, of lost functions and values resulting from the expanded exemptions.
W-8	**Revisions to ECA** Exemptions to small isolated wetlands	Save Lake Sammamish (SLS)	SLS does not support increasing the exemption of isolated wetlands to greater than 1,000 sq. ft., as they argue the change would have a detrimental effect upon amphibians and storm flow attenuation.	***City of Sammamish Response:*** The Sammamish October 2013 Cumulative Impact Analysis (CIA) prepared by ESA, addresses the concerns over negative cumulative impacts in general (section 4), and as specifically related to this comment. The City understands that this comment related to the provisions for "Small Isolated Wetlands", which is specifically addressed under sections 4.5 of the CIA document. The proposed amendments that allow for impacts to small isolated wetlands do require mitigation consistent with Best Available Science.
W-9	**Revisions to ECA** Proposed use of 1987 Army Corps Delineation Manual	Save Lake Sammamish (SLS) and Ilene Stahl for Friends of Pine Lake	Commenter's suggest that the City continue to use the 1997 Ecology Wetland Delineation Manual and not switch to the 1987 Army Corps Manual.	***City of Sammamish Response:*** This comment appears to be inconsistent with the Best Available Science recommendations provided by AMEC Environment and Infrastructure and relevant state guidance and law. The 1987 Army Corps Manual and the United States Army Corps of Engineers (USACE) Interim Regional Supplement for Western Mountains,

Item No.	Comment Topic	Name of Commenter	Comment (Ecology Summary)	*Local Government Response (City of Sammamish Response)*
				Valleys, and Coast Region (USACE, 2010) is used to conduct wetland delineation; the Washington State Wetland Rating System for Western Washington (Department of Ecology, 2004, or as may be amended or revised by the Department from time to time) is used for wetland categorizations. The City understands that this approach is effectively required by the Department of Ecology.
W-10	**Revisions to ECA** Pilot programs in Erosion and LHA near Lake Sammamish	Save Lake Sammamish (SLS)	SLS opposes exemptions and/or a pilot program that would allow new development within areas delineated as "Special Overlay Zones". As a part of their opposition, they argue that the pilot program would be inappropriate since existing studies show that allowing development in these sensitive areas will increase erosion, phosphorous loading and potential landslides. Further they state that pipes and associated infrastructure to service development will destabilize slopes and potentially impact downslope properties and the lake. In conclusion they are concerned that piping storm water directly into Lake Sammamish will lead to water quality degradation and create flashier lake levels. The comments also reference findings from a related Shoreline Hearings Board Case (SHB no. 93-40), supporting many of their water quality concerns.	***City of Sammamish Response:*** This comment appears to focus primarily on the pilot program created for the Erosion Hazard Near Sensitive Water Body (EHNSWB) overlay. As noted above, the regulations adopted by the City Council ensure environmental protection and provide flexibility for property owners on sites constrained by environmentally critical areas. The BAS documentation generally supports allowing for limited development, subject to increased erosion and sediment control. Concerns over impacts to Lake Sammamish were prominent in the City Council review – consequently the City Council determined that a pilot program to "try out" the proposed amendments to the EHNSWB overlay would be appropriate. The pilot program requires full compliance with the adopted SWDM and the NPDES permits issued by Ecology. In addition, the pilot program incorporates a number of different Low Impact Development techniques that are intended to further reduce the risk of erosion and sediment into Lake Sammamish. In particular, the pilot program requires the removal of 80% of all new total phosphorous using all known and reasonable techniques, a requirement for 50% open space, and a limit in overall site impervious surface of 30%.

Exhibit 2

Exhibit 2

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
PO Box 47600 • Olympia, WA 98504-7600 • 360-407-6000
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

March 9, 2016

The Honorable Don Gerend
City of Sammamish
801 – 228th Avenue SE
Sammamish, WA 98075

Re: City of Sammamish Limited Shoreline Master Program Amendment – Conditional Approval

Dear Mayor Gerend:

Thank you for submitting to Ecology the city of Sammamish (City) limited Shoreline Master Program (SMP) amendment. We have completed our review of the proposal for consistency with the Shoreline Management Act and implementing guidelines.

As we have already discussed with your staff, the Washington State Department of Ecology (Ecology) identified specific changes necessary to make the proposal approvable. These changes are detailed in Attachment B. Recommended changes are included in Attachment C. Ecology's findings and conclusions related to the City's proposed SMP amendment are contained in Attachment A.

Pursuant to RCW 90.58.090 (2)(e), at this point, the City may:

- Agree to the proposed changes, or
- Submit an alternative proposal. Ecology will then review the alternative(s) submitted for consistency with the purpose and intent of the changes originally submitted by Ecology and with the Shoreline Management Act.

Final Ecology approval will occur when the City and Ecology agree on language that meets statutory and Guidelines requirements.

Please provide your written response within 30 days to the Director's Office at the following address:

WA State Department of Ecology
Attention: Director's Office
PO Box 47600
Olympia, WA 98504-6700

Exhibit 2

Ecology appreciates the dedicated work that you, the City Council, the Planning Commission and engaged interested parties have put into this amendment.

Thank you again for your efforts. We look forward to concluding the SMP amendment review process in the near future. If you have any questions or would like to discuss the changes identified by Ecology, please contact our Regional Planner, Joe Burcar at Joe.Burcar@ecy.wa.gov or (425) 649-7145.

Sincerely,

Maia D. Bellon

Maia D. Bellon
Director

Enclosures (4)

By Certified Mail [7012 1010 0003 3028 4291]

cc: Evan Maxim, City of Sammamish
Joe Burcar, Ecology
Tim Gates, Ecology
Erik Stockdale, Ecology

Exhibit 3

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

Summary of amendments proposed through April 27, 2016

"Normal Text" is existing code language
"~~Strikethrough Text~~" is existing language that will be deleted
"Underline Test" is code language that will be added
"…" indicates that there is additional code language that has been omitted

#	Commenter	Code Section	Current Regulation	Proposed Amendment
1	Ecology **Required** Amendment (Attachment B)	25.01.060	(5) The following provisions of the Sammamish Municipal Code are adopted as part of this SMP, and attached herein: SMC 13 (Surface Water Management, adopted by Ord 2011-304, on May 16, 2011), SMC 21.10.120 (Historic Resources, adopted by Ord 2008-240, on Dec 16, 2008) and sections of the City's Critical Areas Ordinance as described within this program 25.01.070 (adopted by Ord 2005-193, on December 20, 2005 and revised by Ord 2009-264 on October 6, 2009, and Ord 2009-274 on December 1, 2009).	(5) The following provisions of the Sammamish Municipal Code are adopted as part of this SMP, and attached herein: SMC 13 (Surface Water Management, adopted by Ord 2011-304, on May 16, 2011), SMC 21.10.120 (Historic Resources, adopted by Ord 2008-240, on Dec 16, 2008) and sections of the City's Critical Areas Ordinance as described within this program 25.01.070 (adopted by Ord 2005-193, on December 20, 2005 and revised by Ord 2009-264 on October 6, 2009, and Ord 2009-274 on December 1, 2009, and Ord 02013-350 on July 9, 2013).
2a	Ecology **Required** Amendment (Attachment B)	25.01.070	Provisions of the Sammamish critical areas ordinance codified in Chapter 21A.50 SMC, exclusive of SMC 21A.50.050 (Complete exemptions), 21A.50.060 (Partial exemptions – Critical areas), 21A.50.070 (Exceptions), and 21A.50.400 (Sunset provisions) are considered part of this SMP.	Provisions of the Sammamish critical areas ordinance codified in Chapter 21A.50 SMC, exclusive of SMC 21A.50.050 (Complete exemptions), 21A.50.060 (Partial exemptions – Critical areas), 21A.50.070 (Exceptions), and 21A.50.400 (Sunset provisions) are considered part of this SMP. In shoreline jurisdictions, the environmentally critical area regulations shall be implemented consistent with the following:

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation	Proposed Amendment
				1. Under 21A.50.320(1) and 21A.15.1410, isolated wetlands shall be determined by the United States Army Corps of Engineers. ~~1.~~2. Pilot projects under 21A.50.320(3) shall require approval of a shoreline conditional use permit if located within the shoreline jurisdiction. The applicant shall obtain all necessary state and federal authorizations for isolated wetland impacts prior to beginning any ground disturbing activities or timber harvest.
2b	Staff Recommended Alternative Amendment	21A.50.320(3)	(3) Pilot Program. (a) Establishment of Pilot Program. A pilot program is hereby established to allow isolated category III and IV wetlands to be exempted from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) and the provisions of SMC 21A.50.290, subject to the provisions of this section. (b) Purpose. The purpose of this pilot program is to allow for limited alterations of low habitat value isolated category III and IV wetlands with an area of 4,000 square feet or less, to evaluate the effects of such alterations on hydrologic, habitat, and water quality functions and values. (c) Application. Applications for eligible projects meeting the provisions of subsections (3)(d) through (g) of this section must be submitted within two calendar years from the effective date of the revision to the Sammamish shoreline master program. (d) Pilot Program Administration.	~~(3) Pilot Program.~~ ~~(a) Establishment of Pilot Program. A pilot program is hereby established to allow isolated category III and IV wetlands to be exempted from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) and the provisions of SMC 21A.50.290, subject to the provisions of this section.~~ ~~(b) Purpose. The purpose of this pilot program is to allow for limited alterations of low habitat value isolated category III and IV wetlands with an area of 4,000 square feet or less, to evaluate the effects of such alterations on hydrologic, habitat, and water quality functions and values.~~ ~~(c) Application. Applications for eligible projects meeting the provisions of subsections (3)(d) through (g) of this section must be submitted within two calendar years from the effective date of the revision to the Sammamish shoreline master program.~~ ~~(d) Pilot Program Administration.~~

Exhibit 3

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation	Proposed Amendment
			(i) Three projects associated with the construction of a single-family home are authorized by this pilot project, subject to the provisions of this section. (ii) Eligible projects shall be accepted in the order received. To qualify for submittal, an applicant must have a complete application as described in the City's application material and Chapter 20.05 SMC, and completed any necessary preliminary steps prior to application as set forth in Chapter 20.05 SMC. (iii) In the event that an application for a project accepted into the pilot program is withdrawn by the applicant or cancelled by the director prior to the expiration of the pilot program, the next submitted application shall be accepted into the pilot program. (iv) The director shall use the authority under SMC 20.05.100 to ensure expeditious processing of applications. In particular, the director shall set a reasonable deadline for the submittal of corrections, studies, or other information when requested; an extension may be provided based upon a reasonable request. Failure by the applicant to meet a deadline shall be cause for the department to cancel/deny the application. (e) Eligible Projects. Subject to the limitation in the total number of projects in subsection (3)(d) of this section, wetlands that meet the following criteria may be exempted from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) and the provisions of SMC 21A.50.290 and may be	~~(i) Three projects associated with the construction of a single-family home are authorized by this pilot project, subject to the provisions of this section.~~ ~~(ii) Eligible projects shall be accepted in the order received. To qualify for submittal, an applicant must have a complete application as described in the City's application material and Chapter 20.05 SMC, and completed any necessary preliminary steps prior to application as set forth in Chapter 20.05 SMC.~~ ~~(iii) In the event that an application for a project accepted into the pilot program is withdrawn by the applicant or cancelled by the director prior to the expiration of the pilot program, the next submitted application shall be accepted into the pilot program.~~ ~~(iv) The director shall use the authority under SMC 20.05.100 to ensure expeditious processing of applications. In particular, the director shall set a reasonable deadline for the submittal of corrections, studies, or other information when requested; an extension may be provided based upon a reasonable request. Failure by the applicant to meet a deadline shall be cause for the department to cancel/deny the application.~~ ~~(e) Eligible Projects. Subject to the limitation in the total number of projects in subsection (3)(d) of this section, wetlands that meet the following criteria may be exempted from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) and the provisions of SMC 21A.50.290 and may be~~

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation	Proposed Amendment
			altered. To be eligible, a critical areas study prepared by a qualified professional shall be approved by the director and shall document the following: (i) The wetland is a category III or IV wetland that is hydrologically isolated from other aquatic resources; and (ii) The total area of the isolated wetland is 4,000 square feet or less; and (iii) The wetland is not adjacent to a riparian area; and (iv) The wetland has a score of 15 points or less for habitat in the adopted Western Washington rating system; and (v) The wetland does not contain habitat identified as essential for local populations of priority species identified by the Washington Department of Fish and Wildlife. (f) Mitigation. Mitigation to replace lost wetland functions and values, consistent with SMC 21A.50.310, shall be prepared for review and approval by the director; and (g) Monitoring. Monitoring of the effect on biologic, hydrologic, and water quality, and assessment of the performance of required mitigation shall be provided by the applicant for five years following the completion of pilot projects authorized by this section. Annual monitoring reports shall be provided to the City for review and approval. Monitoring shall include the collection and analysis of data for the purpose of understanding and documenting changes in natural ecosystems, functions and features	~~altered. To be eligible, a critical areas study prepared by a qualified professional shall be approved by the director and shall document the following:~~ ~~(i) The wetland is a category III or IV wetland that is hydrologically isolated from other aquatic resources; and~~ ~~(ii) The total area of the isolated wetland is 4,000 square feet or less; and~~ ~~(iii) The wetland is not adjacent to a riparian area; and~~ ~~(iv) The wetland has a score of 15 points or less for habitat in the adopted Western Washington rating system; and~~ ~~(v) The wetland does not contain habitat identified as essential for local populations of priority species identified by the Washington Department of Fish and Wildlife.~~ ~~(f) Mitigation. Mitigation to replace lost wetland functions and values, consistent with SMC 21A.50.310, shall be prepared for review and approval by the director; and~~ ~~(g) Monitoring. Monitoring of the effect on biologic, hydrologic, and water quality, and assessment of the performance of required mitigation shall be provided by the applicant for five years following the completion of pilot projects authorized by this section. Annual monitoring reports shall be provided to the City for review and approval. Monitoring shall include the collection and analysis of data for the purpose of understanding and documenting changes in natural ecosystems, functions and features~~

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation	Proposed Amendment
			including, but not limited to, gathering baseline data. (h) No subsequent exemption from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) or 21A.50.290 is authorized for the property participating in this pilot program. (i) Effective Date. The pilot program described in this subsection (3) shall take effect following the adoption of the pilot program into a Department of Ecology approved Sammamish shoreline master program.	~~including, but not limited to, gathering baseline data.~~ ~~(h) No subsequent exemption from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) or 21A.50.290 is authorized for the property participating in this pilot program.~~ ~~(i) Effective Date. The pilot program described in this subsection (3) shall take effect following the adoption of the pilot program into a Department of Ecology approved Sammamish shoreline master program.~~
3	Ecology **Required** Amendment (Attachment B)	25.01.080	This program and all amendments thereto shall become effective immediately upon final approval by the Department of Ecology.	This program and all amendments thereto shall become effective ~~immediately~~ fourteen days from the date of the Department of Ecology's written notice of ~~upon~~ final approval ~~by the Department of Ecology~~.
4	Ecology **Recommended** Amendment (Attachment C)	21A.50.290(1) & (2)	(1) Wetlands shall be rated according to the Washington State Wetland Rating System for Western Washington (Department of Ecology, 2004, or as may be amended or revised by the Department from time to time). This document contains the definitions, methods and a rating form for determining the categorization of wetlands described below: (a) Category 1. Category 1 wetlands include those that receive a score of greater than or equal to 70 based on functions, or those that are rated	(1) Wetlands shall be rated according to the Washington State Wetland Rating System for Western Washington (Department of Ecology, ~~2004~~2014, or as may be amended or revised by the Department from time to time). This document contains the definitions, methods and a rating form for determining the categorization of wetlands described below: (a) Category 1. Category 1 wetlands include those that receive a score of greater than or equal to ~~70~~ 23-27 based on functions, or those that are rated

Exhibit 3

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

<table>
<tr><th>#</th><th>Commenter</th><th>Code Section</th><th>Current Regulation</th><th>Proposed Amendment</th></tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Category 1 based on special characteristics as defined in the rating form.

(b) Category 2. Category 2 wetlands include those that receive a score of 51 through 69 based on functions, or those that are rated Category 2 based on special characteristics as defined in the rating form.

(c) Category 3. Category 3 wetlands include those that receive a score of 30 through 50 based on functions.

(d) Category 4. Category 4 wetlands score less than 30 points based on functions.

(2) The following standard buffers shall be established from the wetland edge:
<table>
<tr><th colspan="2">Wetland Category</th><th>Standard Buffer Width (ft)</th></tr>
<tr><td>Category I:</td><td>Natural Heritage or bog wetlands</td><td>215</td></tr>
</table>
</td>
<td>Category 1 based on special characteristics as defined in the rating form.

(b) Category 2. Category 2 wetlands include those that receive a score of ~~51 through 69~~20-22 based on functions, or those that are rated Category 2 based on special characteristics as defined in the rating form.

(c) Category 3. Category 3 wetlands include those that receive a score of ~~30 through 50~~16-19 based on functions.

(d) Category 4. Category 4 wetlands ~~score less than 30~~ equal to or less than 15 points based on functions.

(2) The following standard buffers shall be established from the wetland edge:</td>
</tr>
</table>

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation			Proposed Amendment		
				Habitat score 29 – 36	200	**Wetland Category**		**Standard Buffer Width (ft)**
				Habitat score 20 – 28	150	Category I:	Natural Heritage or bog wetlands	215
				Not meeting above criteria	125		Habitat score ~~29 – 36~~8-9	200
			Category II:	Habitat score 29 – 36	150		Habitat score ~~20 – 28~~5-7	150
				Habitat score 20 – 28	100		Not meeting above criteria	125
				Not meeting above criteria	75	Category II:	Habitat score ~~29 – 36~~8-9	150
			Category III:	Habitat score 20 – 28	75		Habitat score ~~20 – 28~~5-7	100
				Not meeting above criteria	50		Not meeting above criteria	75
			Category IV:		All land use types – 50	Category III:	Habitat score ~~20 – 28~~8-9	75

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation	Proposed Amendment
			Category III and IV: Subject to SMC 21A.50.320	Not meeting above criteria: 50 Category IV: All land use types – 50 Category III and IV: Subject to SMC 21A.50.320
5	Ecology **Recommended** Amendment (Attachment C)	21A.50.290 (7) (c)	The buffer width is not reduced to less than 50 percent of the standard buffer width at any location	The buffer width is not reduced to less than ~~50~~ 75 percent of the standard buffer width at any location
6	Ecology **Recommended** Amendment (Attachment C)	21A.50.290 (7) (f)	Buffer averaging may be used in conjunction with buffer reduction options in this section, provided the total combined reduction does not reduce the buffer to less than 50 percent of standard buffer width at any location.	Buffer averaging may be used in conjunction with buffer reduction options in this section, provided the total combined reduction does not reduce the buffer to less than ~~50~~ 75 percent of standard buffer width at any location.
7	Ecology **Recommended** Amendment (Attachment C)	21A.50.290 (8) (a)	When a Category 1 or 2 wetland with a habitat score of greater than 29 points (per Washington State Wetland Rating System for Western Washington – Department of Ecology 2009 or as revised) is located within 200 feet of the wetland subject to the increased buffer;	When a Category 1 or 2 wetland with a habitat score of greater than ~~29~~ 8 points (per Washington State Wetland Rating System for Western Washington – Department of Ecology 2009 or as revised) is located within 200 feet of the wetland subject to the increased buffer;
8	Ecology **Recommended** Amendment (Attachment C)	21A.50.290 (9)	Buffer Reduction. Buffers may be reduced when buffer reduction impacts are mitigated and result in equal or greater protection of the wetland functions. Prior to considering buffer reductions, the applicant shall demonstrate application of mitigation sequencing as required in SMC 21A.50.135. A plan for mitigating buffer-reduction impacts must be	Buffer Reduction. Buffers may be reduced when buffer reduction impacts are mitigated and result in equal or greater protection of the wetland functions. Prior to considering buffer reductions, the applicant shall demonstrate application of mitigation sequencing as required in SMC 21A.50.135. A plan for mitigating buffer-reduction impacts must be

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation	Proposed Amendment
			prepared using selected incentive-based mitigation options from the list below. The following incentive options for reducing standard buffer widths shall be considered cumulative up to a maximum reduction of 50 percent of the standard buffer width. In all circumstances where a substantial portion of the remaining buffer is degraded, the buffer reduction plan shall include replanting with native vegetation in the degraded portions of the remaining buffer area and shall include a five-year monitoring and maintenance plan.	prepared using selected incentive-based mitigation options from the list below. The following incentive options for reducing standard buffer widths shall be considered cumulative up to a maximum reduction of ~~50~~ 25 percent of the standard buffer width. In all circumstances where a substantial portion of the remaining buffer is degraded, the buffer reduction plan shall include replanting with native vegetation in the degraded portions of the remaining buffer area and shall include a five-year monitoring and maintenance plan.
9	Ecology **Recommended** Amendment (Attachment C)	21A.50.290 (9) (i)	Percentages listed above may be added together to create a total buffer reduction; provided, that the total reduction does not exceed 50 percent of the standard buffer width.	Percentages listed above may be added together to create a total buffer reduction; provided, that the total reduction does not exceed ~~50~~ 25 percent of the standard buffer width; the remaining buffer shall be no less than 75% of the standard buffer.
10	Ecology **Recommended** Amendment (Attachment C)	21A.50.320 (1)	Isolated wetlands, as designated by a qualified professional using the adopted Washington State Wetland Rating System for Western Washington in a written and approved critical areas study meeting the requirements of SMC 21A.50.130, with a total area of up to 1,000 square feet may be exempted from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) and the provisions of SMC 21A.50.290 and may be altered.	Isolated wetlands, ~~as designated by a qualified professional using the adopted Washington State Wetland Rating System for Western Washington~~as defined consistent with SMC 21A.15.1410, and evaluated in a written and approved critical areas study meeting the requirements of SMC 21A.50.130, with a total area of up to 1,000 square feet may be exempted from the avoidance sequencing provisions of SMC 21A.50.135(1)(a)~~ and the provisions of SMC 21A.50.290 and may be altered~~.
11	Ecology **Recommended** Amendment (Attachment C)	21A.50.320 (2) (a)	(2) Category III and IV wetlands with a total area of 4,000 square feet or less may have the buffer reduced by 15 feet, provided: (a) The wetland does not score 15 points or greater for habitat in the adopted Western Washington rating system; and	(2) Category III and IV wetlands with a total area of 4,000 square feet or less may have the buffer reduced by 15 feet, provided: (a) The wetland does not score ~~15~~ 4 points or ~~greater~~ less for habitat in the adopted Western Washington rating system; and
12	Ecology	21A.50.320 (3)	(3) Pilot Program.	(3) Pilot Program.

Exhibit 3

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation	Proposed Amendment
	Recommended Amendment (Attachment C)		(a) Establishment of Pilot Program. A pilot program is hereby established to allow isolated category III and IV wetlands to be exempted from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) and the provisions of SMC 21A.50.290, subject to the provisions of this section. … (e) Eligible Projects. Subject to the limitation in the total number of projects in subsection (3)(d) of this section, wetlands that meet the following criteria may be exempted from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) and the provisions of SMC 21A.50.290 and may be altered. To be eligible, a critical areas study prepared by a qualified professional shall be approved by the director and shall document the following: (i) The wetland is a category III or IV wetland that is hydrologically isolated from other aquatic resources; and (ii) The total area of the isolated wetland is 4,000 square feet or less; and (iii) The wetland is not adjacent to a riparian area; and (iv) The wetland has a score of 15 points or less for habitat in the adopted Western Washington rating system; and (v) The wetland does not contain habitat identified as essential for local populations of priority species identified by the Washington Department of Fish and Wildlife.	(a) Establishment of Pilot Program. A pilot program is hereby established to allow isolated category III and IV wetlands to be exempted from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) and the provisions of SMC 21A.50.290, subject to approval of a shoreline conditional use permit if located within shoreline jurisdictions and the provisions of this section. … (e) Eligible Projects. Subject to the limitation in the total number of projects in subsection (3)(d) of this section, wetlands that meet the following criteria may be exempted from the avoidance sequencing provisions of SMC 21A.50.135(1)(a) and the provisions of SMC 21A.50.290 and may be altered. To be eligible, a critical areas study prepared by a qualified professional shall be approved by the director and shall document the following: (i) The wetland is a category III or IV wetland that is hydrologically isolated from other aquatic resources; and (ii) The total area of the isolated wetland is 4,000 square feet or less; and (iii) The wetland is not adjacent to a riparian area; and (iv) The wetland has a score of ~~15~~ 4 points or less for habitat in the adopted Western Washington rating system; ~~and~~ (v) The wetland does not contain habitat identified as essential for local populations of priority species identified by the

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation	Proposed Amendment
				Washington Department of Fish and Wildlife; and~~.~~ (vi) The applicant shall obtain all necessary state and federal authorizations for isolated wetland impacts prior to beginning any ground disturbing activities or timber harvest. Isolated wetlands are those wetlands as defined consistent with SMC 21A.50.1410.
13	Ecology **Recommended** Amendment (Attachment C)	21A.50.330 (4) (c)	The buffer width is not reduced to less than 50 percent of the standard buffer;	The buffer width is not reduced to less than ~~50~~ 75 percent of the standard buffer;
14	Ecology **Recommended** Amendment (Attachment C)	21A.50.330 (4) (e)	Buffer averaging may be used in conjunction with buffer reduction options in this section, provided the total combined reduction does not reduce the buffer to less than 50 percent of the standard buffer width at any location.	Buffer averaging may be used in conjunction with buffer reduction options in this section, provided the total combined reduction does not reduce the buffer to less than ~~50~~ 75 percent of the standard buffer width at any location.
15	Ecology **Recommended** Amendment (Attachment C)	21A.50.330 (6)	(6) Buffer Reduction. Buffers may be reduced when buffer-reduction impacts are mitigated and result in equal or greater protection of the ecological stream functions. Prior to considering buffer reductions, the applicant shall demonstrate application of mitigation sequencing as required in SMC 21A.50.135. A plan for mitigating buffer-reduction impacts must be prepared using selected incentive-based mitigation options from the list below, and is subject to approval by the City. The following incentive options for reducing standard buffer widths shall be considered cumulative up to a maximum reduction of 50 percent of the standard buffer width. In all circumstances where a substantial portion of the remaining buffer is degraded, the buffer reduction	(6) Buffer Reduction. Buffers may be reduced when buffer-reduction impacts are mitigated and result in equal or greater protection of the ecological stream functions. Prior to considering buffer reductions, the applicant shall demonstrate application of mitigation sequencing as required in SMC 21A.50.135. A plan for mitigating buffer-reduction impacts must be prepared using selected incentive-based mitigation options from the list below, and is subject to approval by the City. The following incentive options for reducing standard buffer widths shall be considered cumulative up to a maximum reduction of ~~50~~ 25 percent of the standard buffer width. In all circumstances where a substantial portion of the remaining buffer is degraded, the buffer reduction

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation	Proposed Amendment
			plan shall include replanting with native vegetation in the degraded portions of the remaining buffer area and shall include a five-year monitoring and maintenance plan.	plan shall include replanting with native vegetation in the degraded portions of the remaining buffer area and shall include a five-year monitoring and maintenance plan.
16	Ecology **Recommended** Amendment (Attachment C)	21A.50.330 (6) (e) (ii)	Up to 30 percent reduction in standard buffer width for improving fish passage and/or creation of side channel or backwater areas.	Up to ~~30~~ 25 percent reduction in standard buffer width for improving fish passage and/or creation of side channel or backwater areas.
17	Ecology **Recommended** Amendment (Attachment C)	21A.50.13XX	No current limit on the wetland delineation.	A wetland delineation completed over five years ago needs to be revisited. Revisiting a wetland delineation that is five or more years old does not necessarily mean that a new wetland delineation needs to be completed. It means that a field verification may need to be performed to determine whether the delineation is still accurate or whether it needs to be redone based on existing conditions.
18	Staff Recommended Amendment	21A.50.327	On development proposal sites that contain Type F or Np streams and/or wetlands with a high habitat score greater than or equal to 29, that are also located within 200 feet of an on-site or off-site Type F or Np stream and/or wetland with a high habitat score greater than or equal to 29, a fish and wildlife habitat corridor shall be set aside and protected as follows:	On development proposal sites that contain Type F or Np streams and/or wetlands with a high habitat score greater than or equal to ~~29~~8, that are also located within 200 feet of an on-site or off-site Type F or Np stream and/or wetland with a high habitat score greater than or equal to ~~29~~8, a fish and wildlife habitat corridor shall be set aside and protected as follows:
19	Staff Recommended Amendment	21A.15.469	"Fish and wildlife habitat corridors" means those corridors set aside and protected for preserving connections between habitats on development proposal sites that contain Type F or Np streams and/or wetlands with a high habitat score greater than or equal to 29 on the Washington State Wetland Rating System for Western Washington (Department of Ecology 2004 or as revised) that are located within 200 feet of an on-site or off-site Type	"Fish and wildlife habitat corridors" means those corridors set aside and protected for preserving connections between habitats on development proposal sites that contain Type F or Np streams and/or wetlands with a high habitat score greater than or equal to ~~29~~ 8 on the Washington State Wetland Rating System for Western Washington (Department of Ecology ~~2004~~ 2014 or as revised) that are located within 200 feet of an on-site or off-

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation	Proposed Amendment
			F or Np stream and/or wetland with a high habitat score greater than or equal to 29 on the Washington State Wetland Rating System for Western Washington. Fish and wildlife habitat corridors do not increase streams buffers, except as required to provide a connection between two features as described above.	site Type F or Np stream and/or wetland with a high habitat score greater than or equal to ~~29~~ 8 on the Washington State Wetland Rating System for Western Washington. Fish and wildlife habitat corridors do not increase streams buffers, except as required to provide a connection between two features as described above.
20	Staff Recommended Amendment	21A.50.060 and 25.08.100(2)	The following developments, activities, and uses are allowed in critical areas and associated buffers and building setbacks as specified in the following subsections, provided such activities are otherwise consistent with this program and other applicable regulations. The director may apply conditions to an underlying permit or approval to ensure that the activities are consistent with the provisions of this chapter. (1) Maintenance of Existing Improvements. Existing single detached dwelling units, other structures, landscaping, and other existing uses that do not meet the requirements of this chapter, which were legally established according to the regulations in place at their time of establishment, may be maintained and no critical areas study or review is required. (2) Modifications of Existing Improvements. Addition, expansion, reconstruction or revision of existing building(s) or other structures is subject to the following: (a) Modification or Replacement. Structural modification or replacement of legally established structures that do not meet the building setback or buffer requirements for wetlands, streams, fish and wildlife habitat	Subject to the limitations set forth in subsection (1) below, ~~T~~the following developments, activities, and uses are allowed in critical areas and associated buffers and building setbacks as specified in the following subsections, provided such activities are otherwise consistent with this program and other applicable regulations. ~~-~~The director may apply conditions to an underlying permit or approval to ensure that the activities are consistent with the provisions of this chapter. (1) Change of Use and Existing Improvements. Approval of a preliminary subdivision, short subdivision or binding site plan shall require that ~~an~~ existing improvements, or nonconformance~~,~~ as that term is defined in SMC 21A.15.800, be removed or discontinued prior to recording of the final plat, final short plat, or binding site plan in the following circumstances: (a) The existing improvements or nonconformance is located within environmentally critical areas or buffers. This includes, but is not limited to, a nonconformance within an area proposed to be included in an averaged or reduced buffer; and,

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation	Proposed Amendment
			conservation areas, wildlife habitat corridors, or landslide hazard areas is allowed if the modification, replacement or related activity does not increase the existing footprint of the structure lying within the critical area, buffer or building setback area, and there is no increased risk to life or property. (b) Expansions of Single Detached Dwelling Units and Accessory Dwelling Units. Structural modification of, addition to, or replacement of legally created single detached dwelling unit(s) and accessory dwelling unit(s) and associated impervious surfaces that do not meet the applicable building setback or buffer requirements for wetlands, streams, fish and wildlife habitat conservation areas, or landslide hazard areas are allowed a one-time up to 1,000 square foot increase in the existing total footprint of the single detached dwelling unit(s) and accessory dwelling unit(s) and associated impervious surface areas lying within the buffer or building setback subject to the following: …	(b) Removal of the existing improvement or nonconformance will result in a reduced impact to environmentally critical areas; or (c) One of or more of the following criteria are met: i. Removal or discontinuance of the existing improvement or nonconformance is necessary to meet water quality, drainage, or re-vegetation requirements or to qualify for incentives. ii. The existing improvement or nonconformance is a use no longer allowed in the zoning designation or would be incompatible with a proposed use. iii. Removal or discontinuance of the existing improvement or nonconformance is necessary for public health, safety, or welfare, including but not limited to adequate sanitation, access, and/or safe walking conditions for school children. (2~~1~~) Maintenance of Existing Improvements. Existing single detached dwelling units, other structures, landscaping, and other existing uses that do not meet the requirements of this chapter, which were legally established according to the regulations in place at their time of establishment, may be

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation	Proposed Amendment
				maintained and no critical areas study or review is required. (~~2~~3) Modifications of Existing Improvements. Addition, expansion, reconstruction or revision of existing building(s) or other structures is subject to the following: (a) Modification or Replacement. Structural modification or replacement of legally established structures that do not meet the building setback or buffer requirements for wetlands, streams, fish and wildlife habitat conservation areas, wildlife habitat corridors, or landslide hazard areas is allowed if the modification, replacement or related activity does not increase the existing footprint of the structure lying within the critical area, buffer or building setback area, and there is no increased risk to life or property. (b) Expansions of Single Detached Dwelling Units and Accessory Dwelling Units. Structural modification of, addition to, or replacement of legally created single detached dwelling unit(s) and accessory dwelling unit(s) and associated impervious surfaces that do not meet the applicable building setback or buffer requirements for wetlands, streams, fish and wildlife habitat conservation areas, or landslide hazard areas are allowed a one-time up to 1,000 square foot increase in the existing total footprint of the single detached dwelling unit(s) and accessory dwelling unit(s) and associated

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation	Proposed Amendment
				impervious surface areas lying within the buffer or building setback subject to the following: …
21	Staff Recommended Amendment	25.07.010-2	Impervious surface (max.) | R-4, no additional % for lots under 9,076 square feet | 40% | R-4, no additional % for lots under 9,076 square feet | 40%	~~Impervious surface (max.)~~ Minimum Yard Area | ~~R-4, no additional % for lots under 9,076 square feet~~45% | ~~40~~60% | ~~R-4, no additional % for lots under 9,076 square feet~~45% | ~~40~~60%
22	Staff Recommended Amendment	25.07.080(2)(c)	For shoreline residential areas, impervious surface allowances shall be in accordance with R-4 zoning requirements, with the exception that no additional impervious surface percentage is allowed for lots less than 9,076 square feet. See SMC 21A.25.030, Note (4)(c).	For shoreline residential areas, 45% of the lot shall be yard area. For purposes of this section, "yard" is any surface area that is not structured or hardened. Yard areas may be landscaped, contain uncovered decks of less than 18 inches above grade, or artificial turf, but do not include areas covered by pervious concrete or other similar materials. ~~impervious surface allowances shall be in accordance with R-4 zoning requirements, with the exception that no additional impervious surface percentage is allowed for lots less than 9,076 square feet. See SMC 21A.25.030, Note (4)(c).~~
23	Staff Recommended Amendment	25.07.080(2)(d)	For urban conservancy areas, the maximum amount of impervious surface shall not exceed 40 percent of the lot area above OHWM.	For urban conservancy areas, the ~~maximum~~ minimum amount ~~of impervious surface shall not~~ yard area shall be ~~exceed 4~~60 percent of the lot area above OHWM. For purposes of this section, "yard" is any surface area that is not structured or hardened. Yard areas may be landscaped, contain uncovered decks of less than 18 inches above grade, or artificial

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation	Proposed Amendment
				turf, but do not include areas covered by pervious concrete or other similar materials.
24	Staff Recommended Amendment	20.05.020(4)	LAND USE DECISION TYPE … **Type 2** | Decision by director appealable to hearing examiner, no further administrative appeal | Short plat; road variance decisions rendered in conjunction with a short plat decision; zoning variance; conditional use permit; shoreline substantial development permits (SSDPs); procedural and substantive SEPA decision; site development permit; approval of residential density incentives; reuse of public schools; reasonable use exceptions under SMC 21A.50.070(2); preliminary determinations under SMC 20.05.030(3); critical areas exceptions and decisions to require studies or to approve, condition or deny a	LAND USE DECISION TYPE … **Type 2** | Decision by director appealable to hearing examiner, no further administrative appeal | Short plat; road variance decisions rendered in conjunction with a short plat decision; zoning variance; conditional use permit; ~~shoreline substantial development permits (SSDPs)~~; procedural and substantive SEPA decision; site development permit; approval of residential density incentives; reuse of public schools; reasonable use exceptions under SMC 21A.50.070(2); preliminary determinations under SMC 20.05.030(3); critical areas exceptions and decisions to require studies or to approve, condition or deny a

Proposed Amendments to the Environmentally Critical Area / SMP Regulations

#	Commenter	Code Section	Current Regulation			Proposed Amendment		
					development proposal based on the requirements of Chapter 21A.50 SMC; binding site plan; unified zone development plan under Chapter 21B.95 SMC[3]			development proposal based on the requirements of Chapter 21A.50 SMC; binding site plan; unified zone development plan under Chapter 21B.95 SMC[3]
			…			…		
			Type 4	Recommendation by director, hearing and decision by hearing examiner appealable to the State Shoreline Hearings Board	Shoreline variances; shoreline conditional use permits	**Type 4**	Recommendation by director, hearing and decision by hearing examiner appealable to the State Shoreline Hearings Board	Shoreline variances; shoreline substantial development permits (SSDPs); shoreline conditional use permits

City Council Agenda Bill

Meeting Date: **May 3, 2016** Date Submitted: April 26, 2016

Originating Department: Public Works

Clearances:

☐ Attorney	☐ Community Development	☐ Parks & Recreation
☐ Admin Services	☐ Eastside Fire and Rescue	☐ Police
☑ City Manager	☐ Finance & IT	☑ Public Works

Subject: Approval of 2016 Pavement Program – Management Program, Overlays Project-Construction

Action Required: Authorize the City Manager to award and execute a contract with *Watson Asphalt Paving Co., Inc*. for the construction of the 2016 Pavement Program - Overlays Project.

Exhibits: Exhibit 1. 2016 Pavement Overlay Project Vicinity Map
Exhibit 2. 2016 Pavement Overlay Project Bid Summary

Budget: 2016 Street Fund Adopted Budget Line Item 101-000-542-30-48-51: $3,750,000.00

Summary Statement:
The Public Works Department recommends that the City Council authorize the City Manager to award and execute a contract with *Watson Asphalt Paving Co., Inc.,* the lowest responsible bidder, for construction of the 2016 Pavement Program – Overlays Project for arterial and local streets in an amount of $3,033,069.10 and administer a construction contingency in the amount of $300,000.00.

Background:
This project provides for pavement rehabilitation through Hot Mix Asphalt (HMA) overlays and localized pavement patching. Besides overlaying the streets during the annual overlay project, the contractor's crews also repair broken curbs, sidewalks, and rebuild the sidewalk ramps to meet the most current ADA (Americans with Disabilities Act) guidelines. The streets to be overlaid were selected based on pavement condition records created through the City's on-going computerized pavement management program, which takes account of the history of maintenance, age of streets, condition of pavement, and visual inspection. The City also takes into consideration, roads that may be conflicted with other utility/development projects.

Financial Impact:

The work to be performed is anticipated to fit within the adopted 2016 budget.

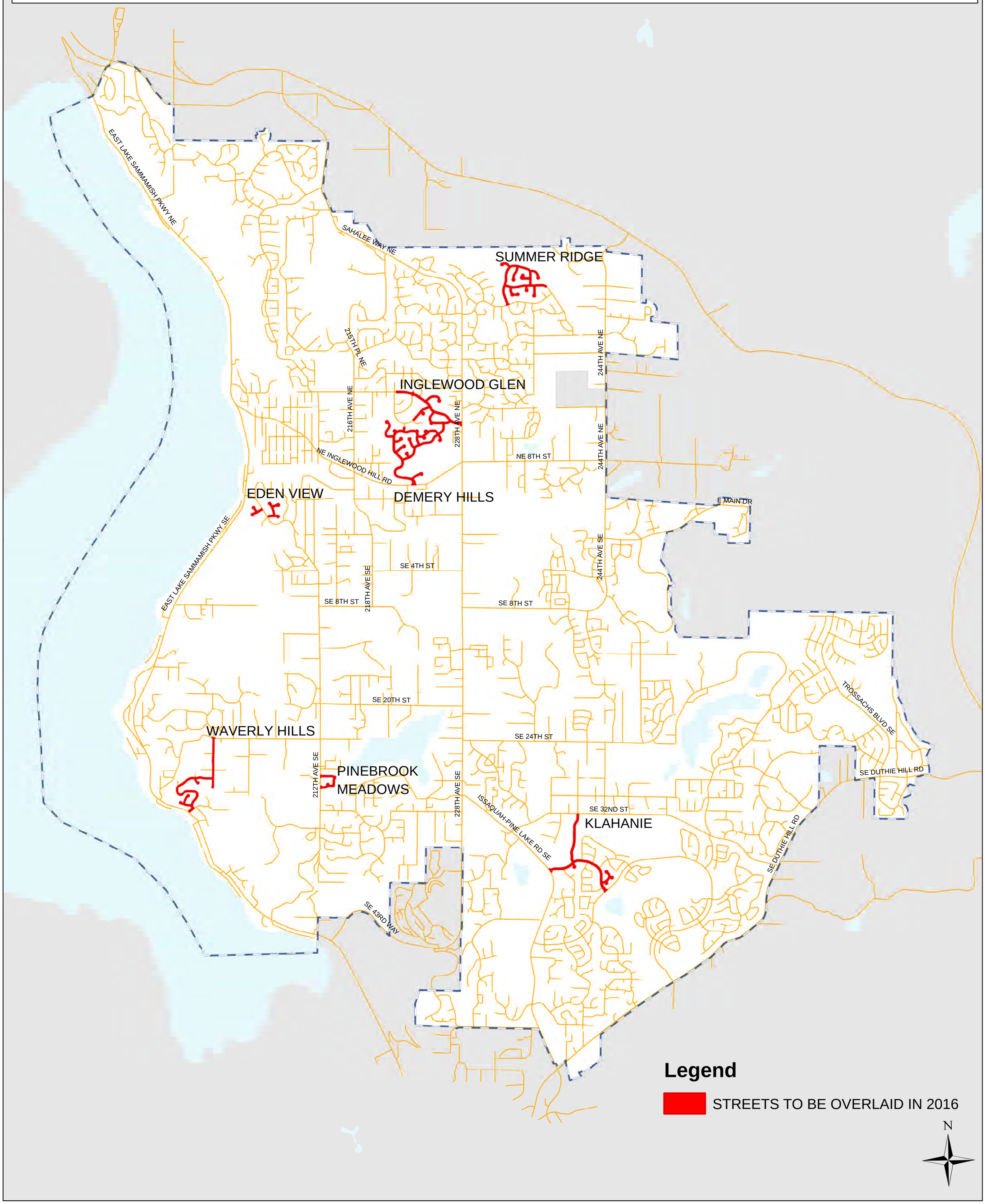
Program Budget (101-000-542-30-48-51)	**$ 3,750,000.00**
2016 Construction Contract Budget Amount	$ 3,033,069.10
Management Reserve	$ 300,000.00
The Remaining Budget for 2016 Pavement Management Program Items [1]	**$ 416,930.90**

[1]Remaining budget is allocated to construction management, pavement patching, crack sealing, material testing, design assistance for localized pavement repairs and a city wide pavement condition survey.

Recommended Motion:

Move to authorize the City Manager to award and execute a contract with *Watson Asphalt Paving Co., Inc.* for construction of the 2016 Pavement Program – Overlays Project in an amount of $ 3,033,069.10 and to administer a construction contingency in the amount of $ 300,000.00

Exhibit 1: 2016 Pavement Overlay Project Vicinity Map



Date Saved: 4/21/2016 10:16:01 AM Document Name: final-2016 Overlay Streets

Exhibit 2

Bid Opening

City of Sammamish Public Works Department

Project: **2016 Pavement Program - Overlays**

Bid Date & Time: **Apr. 14th, 2016, 2:00 pm**

	Bidder	Signed Proposal	Schedule of Prices (Addendum No. 1)	Bid Security Form	Acknowlegement of Receipt of Addenda	Bidder Information and Signature	Non-Collusion and Debarment Affidavit	Minimum Wage Affidavit Form	[1]List of Subcontractors	[2]Statement of Bidder's Qualifications	[2]Responsible Bidder Criteria	Total Bid Price
1	Lakeside Industries Inc.	√	√	√	√	√	√	√	√	√	√	$3,241,150.55
2	Lakeside Industries Inc. A											$252,326.50
3	Lakeside Industries Inc. B											$228,209.25
4	Total Lakeside Industries Inc.											**$3,721,686.30**
5	Watson Asphalt Paving	√	√	√	√	√	√	√	√	√	√	$3,033,069.10
6	Watson Asphalt Paving A											$233,593.70
7	Watson Asphalt Paving B											$214,581.70
8	Total Watson Asphalt Paving											**$3,481,244.50**
9												
10												

Engineer's Estimate: $3,200,000.00

[1]Form must be submitted within one hour after published bid submittal time.

[2]Form must be submitted within 48 hours after the published bid submittal time.

budget: $3,000,000.00

2015 Year End Financial Report

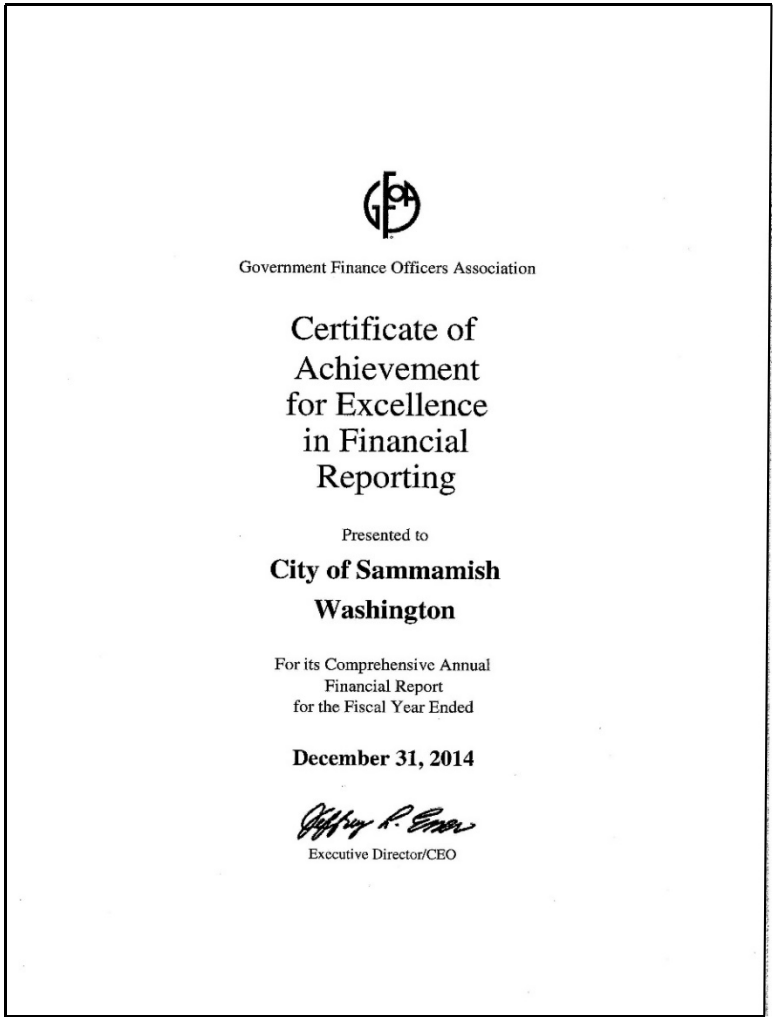
May 3, 2016

2015 Year End Financial Report
May 3, 2016

Agenda

- Biennial Budget Overview
- 2015 Year End Report
  - Revenue
  - Expenditures
- 2016 First Quarter Monitoring

2015 Year End Financial Report
May 3, 2016



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Certificate of Achievement for Excellence in Financial Reporting

Presented to

City of Sammamish Washington

For its Comprehensive Annual Financial Report for the Fiscal Year Ended

December 31, 2014

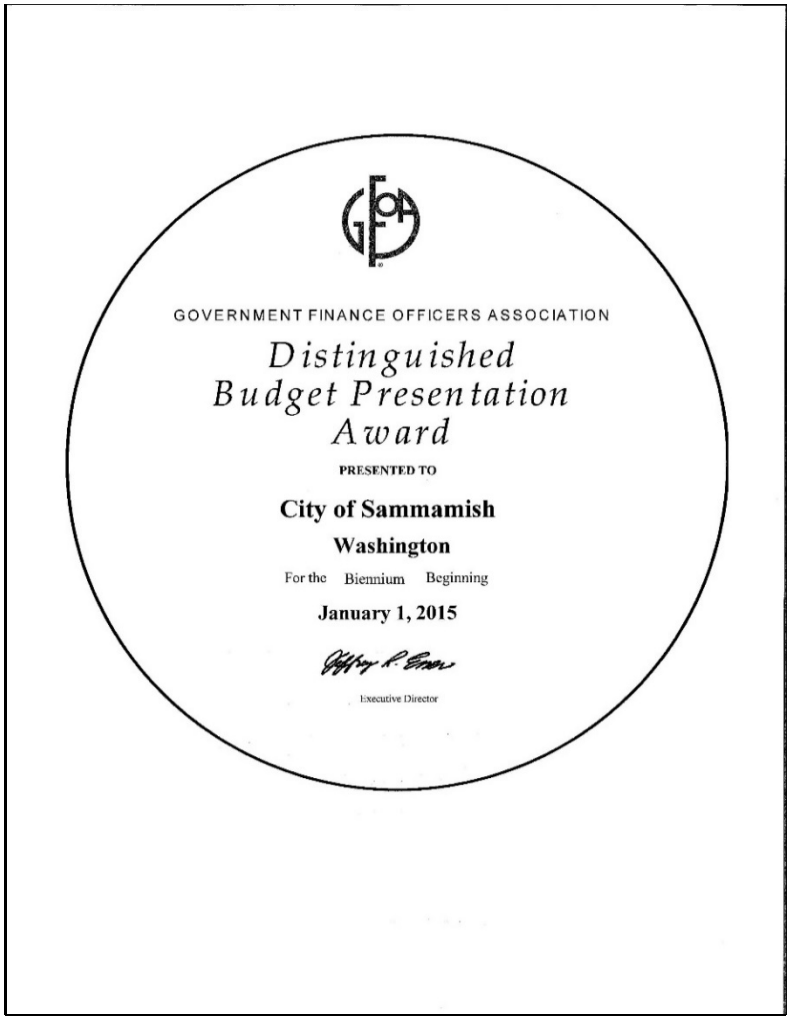
Executive Director/CEO

- Transparency & full disclosure
- Reviewed by GFOA staff and Special Review Committee
- City achievement since 2009

Jennifer Dilley, CPA
Accounting Manager

Jodee Bass
Finance Specialist II

2015 Year End Financial Report
May 3, 2016


GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

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City of Sammamish

Washington

For the Biennium Beginning

January 1, 2015

Executive Director

- Budget documents of the very highest quality
- National Advisory Council on State & Local Budgeting
- GFOA best practices
- City achievement since 2003-2004 Biennium

Chris Gianini, CPA
Deputy Finance Director

Allison Gubata
Administrative Assistant

Biennial Budget Overview

- Biennial Budget (2 year) since 2001-2002
- Updated @ mid-biennium
- Considerable savings versus adopting annual budgets
- 2 year appropriation w/ annual spending plans

2015 Year End Report

2015 Year End Financial Report
May 3, 2016

2015 Financial Report Summary
(All Funds - Not Including Interfund Transfers)

Revenues

Budget	Actual	Variance	
50,826,544	53,647,537	2,820,993	5.6%

Expenditures

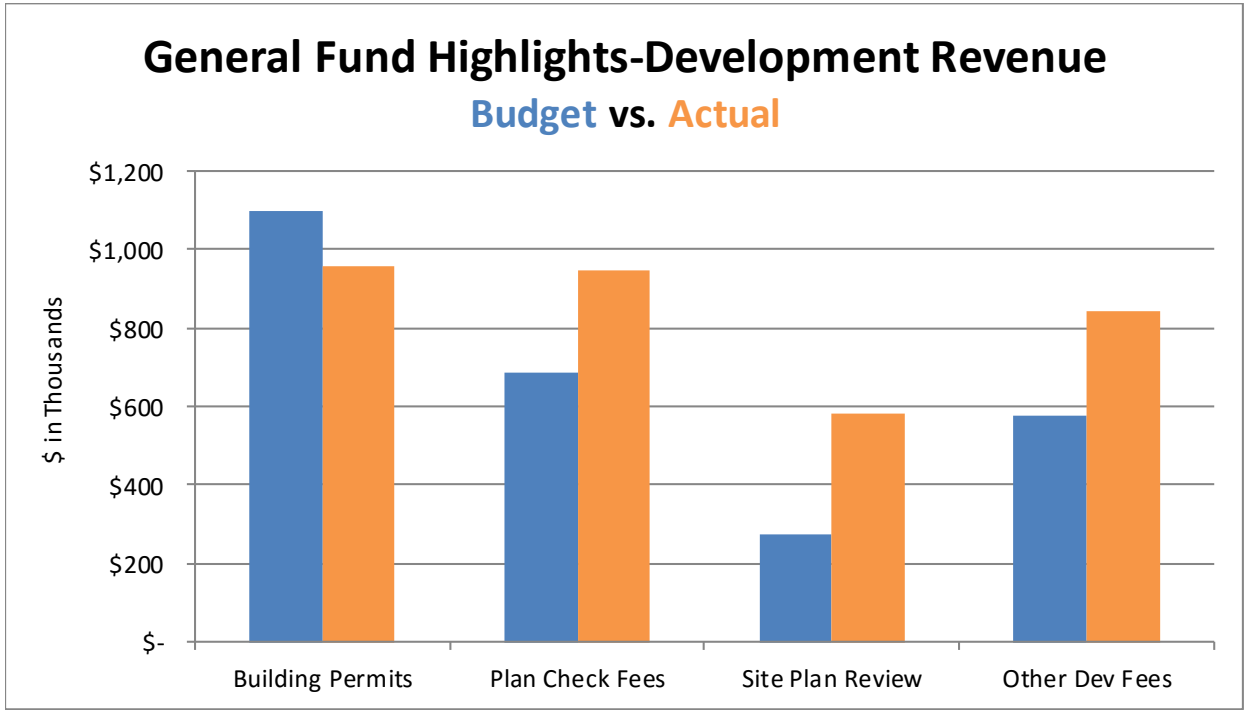
Budget	Actual	Variance	
81,586,885	63,546,066	18,040,819	22.1%

2015 Year End Financial Report
May 3, 2016

2015 Revenue Summary

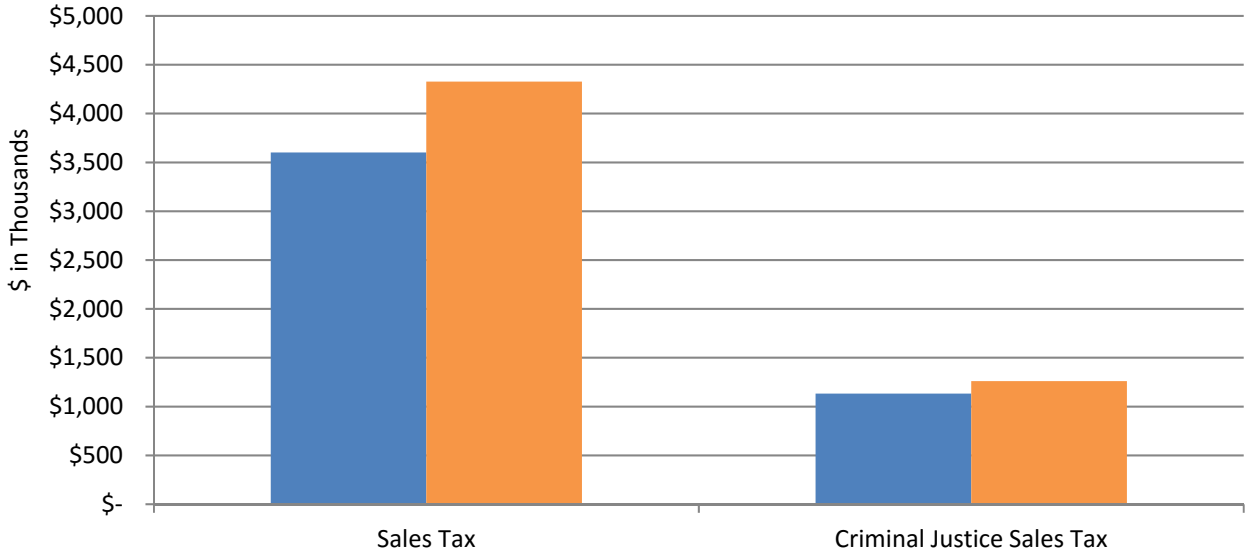
Revenue Description	Budget	Actual	Variance	% Variance
Property Tax	$ 22,855,000	$ 22,947,416	$ 92,416	0.40%
Sales & Use Tax	3,600,000	4,327,162	727,162	20.20%
Surface Water Fees	3,553,854	3,713,183	159,329	4.48%
Street Fuel Tax	999,000	1,030,525	31,525	3.16%
Local Crim Justice Sales Tax	1,133,000	1,259,247	126,247	11.14%
Investment Interest Earnings	156,000	259,000	103,000	66.03%
Building Permits	1,098,000	957,291	(140,709)	(12.82%)
Cable Franchise Fee	625,000	676,253	51,253	8.20%
Liquor Profits & License Fees	526,000	565,744	39,744	7.56%
Building Plan Check Fees	686,200	949,359	263,159	38.35%
Total Top 10 Operating	**$ 35,232,054**	**$ 36,685,180**	**$ 1,453,126**	**4.12%**
Real Estate Excise Tax	$ 3,500,000	$ 5,194,396	$ 1,694,396	48.41%
Traffic Impact Fees	3,500,000	2,540,413	(959,587)	(27.42%)
Parks Impact Fees	675,000	712,330	37,330	5.53%
Top 3 Capital Recurring	**$ 7,675,000**	**$ 8,447,139**	**$ 772,139**	**10.06%**
Other Revenues (NO I/F Transfers)	$ 7,919,490	$ 8,515,218	$ 595,728	7.52%
TOTAL REVENUES	**$ 50,826,544**	**$ 53,647,537**	**$ 2,820,993**	**5.55%**

2015 Year End Financial Report
May 3, 2016

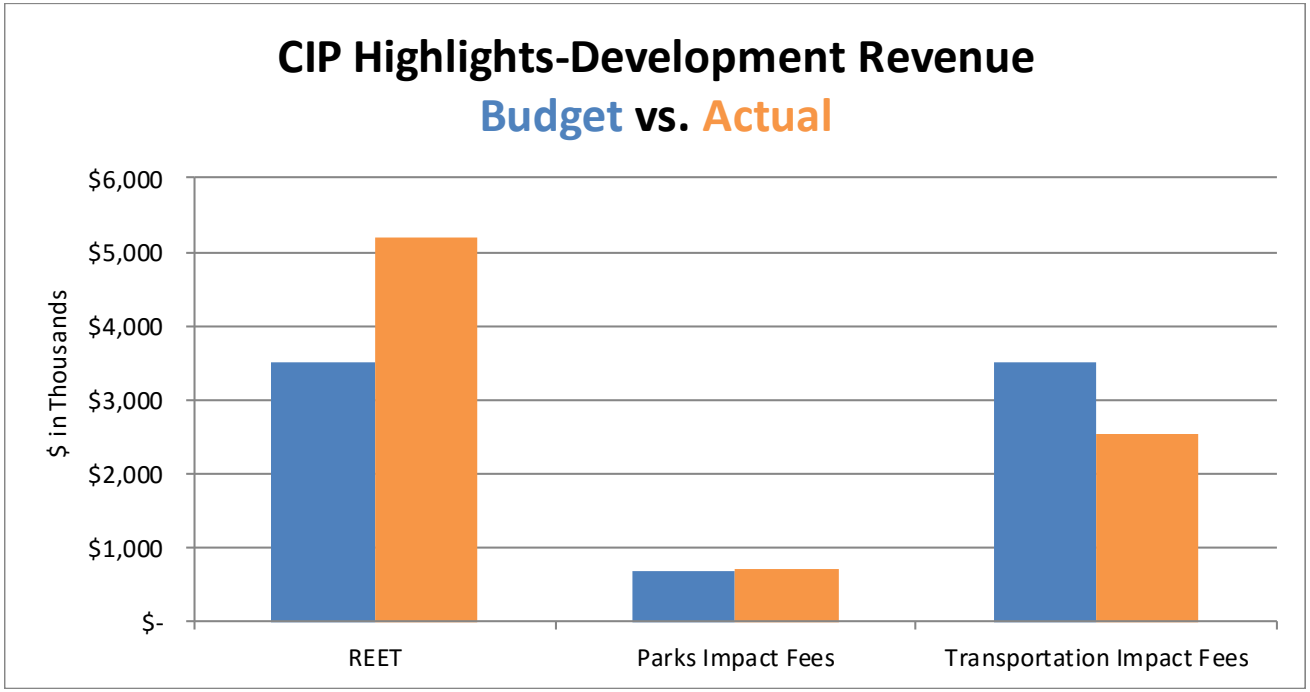


2015 Year End Financial Report
May 3, 2016

Operating Budget Revenue Highlights
Budget vs. Actual



2015 Year End Financial Report
May 3, 2016



2015 Impact Fee Annual Report

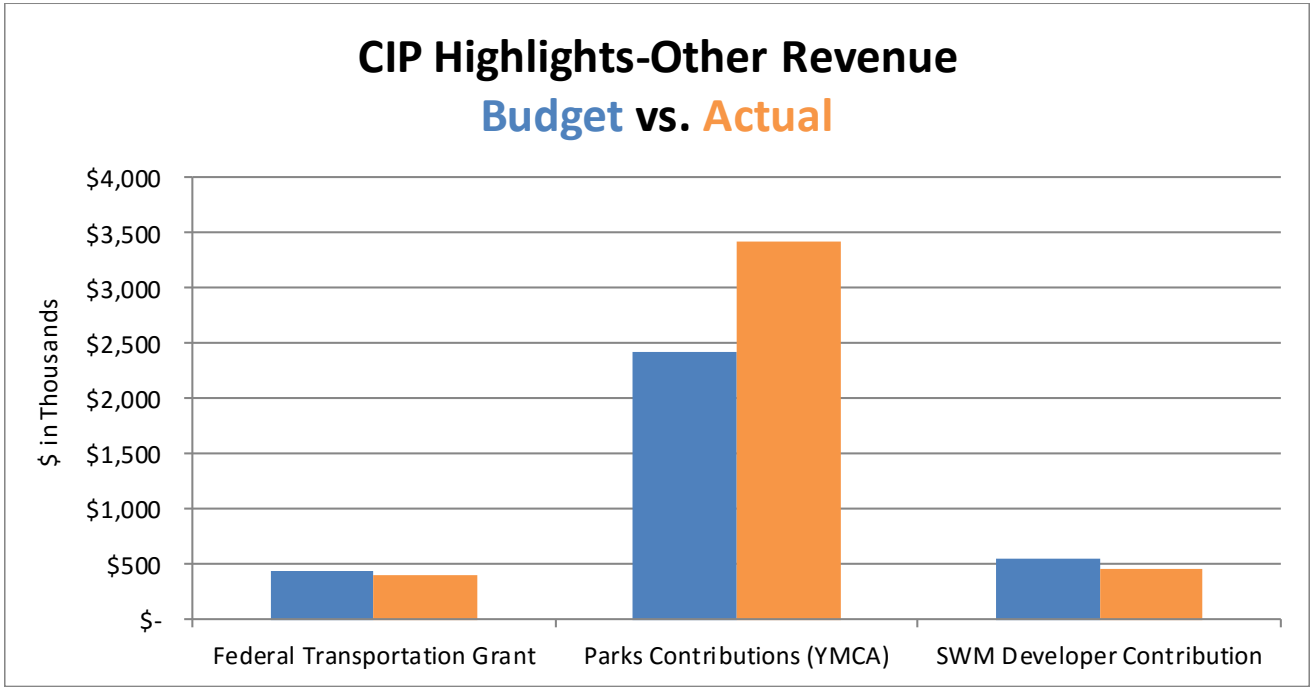
Required by RCW 82.02.070

2015 Year End Financial Report
May 3, 2016

2015 Traffic Impact Fee Summary

2015 Impact Fee Eligible Project Expenses	
• Sahalee Way 220th to City Limits	$ 57,043
• SE 4th St. 218th to 228th	214,881
Total Eligible Expenses	$ 271,924
• Less:	
• 2015 Traffic Impact Fees	($2,540,413)
Remaining 2015 Impact Fees	$ 2,268,489
• Plus:	
• Prior Years Impact Fee Balance	$ 4,020,057
• 2015 Interest	106,739
Total Remaining Impact Fees + Interest	$ 6,395,285

2015 Year End Financial Report
May 3, 2016



2015 Year End Financial Report
May 3, 2016

2015 Expenditure Summary-All Funds

Fund	Budget	Actual	Variance	% Variance
General Fund	$ 27,420,603	$ 24,410,817	$ 3,009,786	10.98%
Street Fund	5,689,281	4,958,227	731,054	12.85%
Surface Wtr Mgmt	2,574,756	2,457,289	117,467	4.56%
Operating Funds	**$ 35,684,640**	**$ 31,826,333**	**$ 3,858,307**	**10.81%**
Gen Government CIP	$ 9,730,000	$ 6,114,958	$ 3,615,042	37.15%
Parks CIP	26,128,482	21,617,303	4,511,179	17.27%
Transportation CIP	5,343,961	1,437,145	3,906,816	73.11%
Surface Wtr Mgmt CIP	2,406,558	551,019	1,855,539	77.10%
CIP Funds	**$ 43,609,001**	**$ 29,720,425**	**$ 13,888,576**	**31.85%**
Equipment Rental	$ 190,979	$ 201,315	$ (10,336)	(5.41%)
Technology Replacement	1,170,765	942,658	228,107	19.48%
Risk Management	379,500	303,335	76,165	20.07%
Internal Service Funds	**$ 1,741,244**	**$ 1,447,308**	**$ 293,936**	**16.88%**
G.O. Debt Service	$ 552,000	$ 552,000	$ -	0.00%
TOTAL EXPENDITURES	**$ 81,586,885**	**$ 63,546,066**	**$ 18,040,819**	**22.11%**

Figures do not include interfund transfers

2015 Year End Financial Report
May 3, 2016

2015 Expenditure Summary-by Expenditure Type

Expenditure Description	Budget	Actual	Variance	% Variance
Personnel	$ 10,912,561	$ 10,501,686	$ (410,875)	(3.77%)
Supplies	1,122,300	881,172	(241,128)	(21.49%)
Services & Charges	11,172,594	9,458,642	(1,713,952)	(15.34%)
Intergovernmental	1,333,194	1,165,407	(167,787)	(12.59%)
EF&R Contract	6,146,673	6,082,869	(63,804)	(1.04%)
Police Contract	5,086,578	5,026,877	(59,701)	(1.17%)
Capital	45,260,985	29,877,413	(15,383,572)	(33.99%)
Debt Service	552,000	552,000	-	0.00%
TOTAL EXPENDITURES	**$ 81,586,885**	**$ 63,546,066**	**$ (18,040,819)**	**(22.11%)**

Figures do not include interfund transfers

2015 Year End Financial Report
May 3, 2016

2015 Highlights – CIP Funds

Community and Aquatics Center

2015 Year End Financial Report
May 3, 2016

2015 Highlights – CIP Funds

Community and Aquatics Center

January 2015

December 2015

2015 Year End Financial Report
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2015 Highlights – CIP Funds

Big Rock Park

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2015 Highlights – CIP Funds

228th Avenue Intelligent Transportation System (ITS)

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May 3, 2016

2015 Highlights – CIP Funds

Inglewood Glen Drainage

2015 Year End Financial Report
May 3, 2016

2015 Ending Fund Balance

	Fund	Beginning Fund Balance	Revenues	Expenditures	Ending Fund Balance
001	General Fund	$ 22,244,298	$ 35,397,179	$ 44,925,425	$ 12,716,052
101	Street Fund	6,130,211	6,425,082	5,106,277	7,449,016
201	Debt Service Fund	-	552,000	552,000	-
301	Gen Gov CIP Fund	8,793,748	6,223,718	11,139,958	3,877,508
302	Parks CIP Fund	13,950,775	19,961,350	22,002,303	11,909,822
340	Transportation CIP Fund	21,262,384	6,092,756	2,374,145	24,980,995
408	SWM Operating Fund	1,675,280	3,818,585	3,351,964	2,141,901
438	SWM Capital Fund	2,783,783	1,218,549	551,019	3,451,313
501	Equipment Rental Fund	761,778	374,190	201,315	934,653
502	Technology Fund	339,113	1,108,605	942,658	505,060
503	Risk Management Fund	203,304	379,856	303,335	279,825
	Total	**$ 78,144,674**	**$ 81,551,870**	**$ 91,450,399**	**$ 68,246,145**

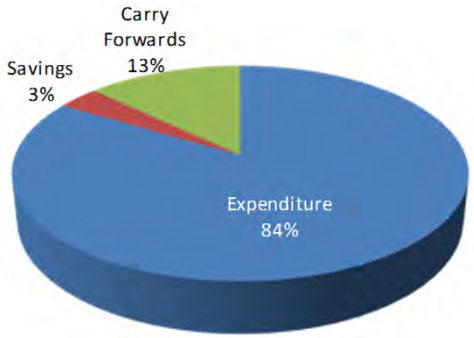
2015 Budgeted Ending Fund Balance	$ 47,384,333
Difference	$ 20,861,812

2015 Year End Financial Report
May 3, 2016

Carryforward Summary

2015 Total Under Expenditure		$ 18,040,819
General Fund	$ 207,635	
Street Fund	659,012	
Technology Fund	158,000	
General Government CIP	3,500,000	
Parks CIP	4,426,068	
Transportation CIP	3,906,191	
Surface Water Capital Fund	1,377,444	
Total Carry Forwards		**$ 14,234,350**
2015 Total Realized Savings		**$ 3,806,469**

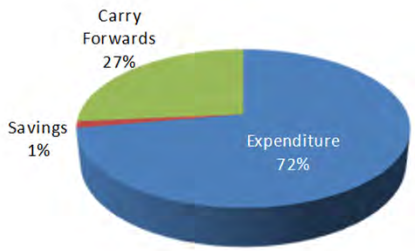
2015 Budget	*$109.5M*
2015 Expenditures	*$91.5M*



2015 Year End Financial Report
May 3, 2016

CIP Funds Highlights

2015 Under Expenditure		$ 13,888,576
General Government CIP	3,500,000	
Parks CIP	4,426,068	
Transportation CIP	3,906,191	
Surface Water Capital Fund	1,377,444	
Total Carry Forwards		**$ 13,209,703**
2015 Realized Savings		**$ 678,873**



Community Center (Parks)	$3,300,000
Town Center Contingency (General)	$3,500,000
Sahalee Way (Transportation)	$1,008,500
Capital Project Contingencies (Parks & Transportation)	$626,500

2015 Year End Financial Report
May 3, 2016

Operating Funds Highlights

2015 Under Expenditure		$ 3,968,947
General Fund	$ 207,635	
Street Fund	659,012	
Technology Fund	158,000	
Total Carry Forwards		**$ 1,024,647**
2015 Realized Savings		**$ 2,944,300**

Trails, Bikeways & Paths Plan Update (GF)	$150,000
Retrofit sidewalks, streetlights, signals (Street)	$192,000
Right of Way Inventory (Street)	$467,000
Website Redesign (Tech)	$ 75,000
Human Resources System	$ 83,000

2016 First Quarter Monitoring Highlights

2015 Year End Financial Report
May 3, 2016

2016 Q1 Revenue Highlights

2015 ACTUAL	Revenue Description	Annual BUDGET	YTD @ 3/31 ACTUAL	Percent collected	Balance To Go	Projection
$ 22,947,416	Property Tax	$26,880,000	$ 1,271,451	4.73%	$25,608,549	$26,880,000
4,327,162	Sales & Use Tax	4,364,444	1,126,201	25.80%	3,238,243	4,364,444
3,713,183	Surface Water Fees	4,466,043	198,662	4.45%	4,267,381	4,466,043
1,030,525	Street Fuel Tax	1,255,000	257,106	20.49%	997,894	1,255,000
1,259,247	Local Crim Justice Sales Tax	1,455,290	337,725	23.21%	1,117,565	1,455,290
259,000	Investment Interest Earnings	156,000	108,466	69.53%	47,534	156,000
957,291	Building Permits	1,228,600	344,990	28.08%	883,610	1,228,600
676,253	Cable Franchise Fee	775,000	171,093	22.08%	603,907	775,000
565,744	Liquor License Fees	607,450	160,854	26.48%	446,596	607,450
949,359	Building Plan Check Fees	672,800	174,448	25.93%	498,352	672,800
$ 36,685,180	**Total Top 10 Operating**	**$ 41,860,627**	**$ 4,150,996**	**9.92%**	**$37,709,631**	**$41,860,627**
$ 5,194,396	Real Estate Excise Tax - #1 & #2	$ 3,440,000	$ 1,131,856	32.90%	$ 2,308,144	3,440,000
2,540,413	Traffic Impact Fees	2,550,000	1,038,191	40.71%	1,511,809	2,550,000
712,330	Parks Impact Fees	886,000	334,948	37.80%	551,052	886,000
$ 8,447,139	**Top 3 Capital Recurring**	**$ 6,876,000**	**$ 2,504,995**	**36.43%**	**$ 4,371,005**	**$ 6,876,000**
$ 8,515,216	Other Revenues (NO Transfers)	$ 4,670,840	$ 1,173,796	25.13%	$ 3,497,044	$ 4,670,840
$ 53,647,535	**TOTAL REVENUES**	**$ 53,407,467**	**$ 7,829,787**	**14.66%**	**$45,577,680**	**$53,407,467**

Source: March 2016 Financial Management Report (FMR)

2015 Year End Financial Report
May 3, 2016

2016 Q1 Expenditure Highlights

2015 ACTUAL	Expenditure Category	Annual BUDGET	YTD @ 3/31 ACTUAL	Percent Expended	Balance To Go	Projection
$10,501,687	Personnel	$ 12,595,044	$ 2,850,137	22.63%	$ 9,744,907	$ 12,595,044
881,172	Supplies	1,239,190	202,273	16.32%	1,036,917	1,239,190
9,458,642	Services & Charges	12,587,859	1,290,838	10.25%	11,297,021	12,587,859
1,165,407	Intergovernmental	1,474,152	147,589	10.01%	1,326,563	1,474,152
6,082,869	EF&R Contract	7,409,000	2,083,225	28.12%	5,325,775	7,409,000
5,186,931	Police Contract	6,400,000	-	0.00%	6,400,000	6,400,000
29,877,413	Capital	26,915,539	2,190,799	8.14%	24,724,740	26,915,539
552,000	Debt Service	549,333	-	*	549,333	549,333
$63,706,121	**TOTAL EXPENDITURES**	**$ 69,170,117**	**$ 8,764,861**	**12.67%**	**$60,405,256**	**$ 69,170,117**

Source: March 2016 Financial Management Report (FMR)

2015 Year End Financial Report
May 3, 2016

2015-2016 Ending Fund Balance

	Fund	2015 Balance	2016 Revenues	*Expenditures* *2015 CF*	*Expenditures* *2016 Budget*	Projected Ending Fund Balance
001	General Fund	$12,716,052	$38,955,924	*$207,635*	$39,585,836	$11,878,505
101	Street Fund	7,449,016	7,563,400	*659,012*	6,993,560	7,359,844
201	Debt Service Fund	0	549,333	*0*	549,333	0
301	Gen Gov CIP Fund	3,877,508	799,000	*3,500,000*	25,000	1,151,508
302	Parks CIP Fund	11,909,822	3,138,000	*4,426,068*	4,200,000	6,421,754
340	Transportation CIP Fund	24,980,995	4,695,000	*3,906,191*	19,576,383	6,193,421
408	SWM Operating Fund	2,141,901	4,468,543	*0*	4,096,525	2,513,919
438	SWM Capital Fund	3,451,313	1,700,000	*1,377,444*	2,660,842	1,113,027
501	Equipment Rental Fund	934,653	372,833	*0*	215,779	1,091,707
502	Technology Fund	505,060	976,000	*158,000*	1,037,400	285,660
503	Risk Management Fund	279,825	416,800	*0*	456,825	239,800
	Total	**$68,246,145**	**$63,634,833**	***$14,234,350***	***$79,397,483***	**$38,249,145**

2016 Budgeted Ending Fund Balance	31,621,683
2015-2016 Unanticipated Ending Fund Balance:	**$6,627,462**

2015-2016 Ending Fund Balance

Projected Ending Fund Balance	$38,249,145
Add: 2016 General Fund Contingencies	$3,000,000
Add: Town Center Infrastructure Reserves	3,500,000
Subtotal	$6,500,000
Adjusted 2016 Ending Fund Balance	**$44,749,145**

2015 Year End Financial Report
May 3, 2016

Questions/Comments?

THANK YOU

2015 Budget Carry Forward
May 3, 2016

General Fund - Carry Forwards

2015 Under Expenditure		**$ 3,009,786**
Trails, Bikeways & Paths Plan update	$ 150,000	
Facilities projects	24,218	
HRIS implementation	15,000	
Police equipment & training	14,125	
Arts Commission	4,292	
Total Carry Forwards		**$ 207,635**
2013 Realized Savings		**$ 2,802,151**

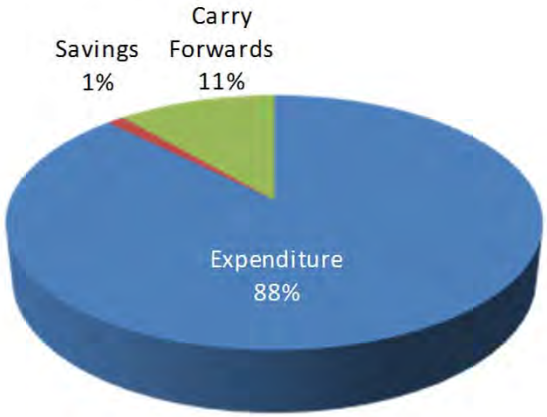
2015 Budget	*$47.9M*
2015 Expenditures	*$44.9M*

2015 Budget Carry Forward
May 3, 2016

Street Fund - Carry Forwards

2015 Under Expenditure			**$**	**731,054**
Road Patching Contract	$	396,480		
Road Maintenance Services		192,055		
Prof. Svcs.-ROW asset inventory		70,477		
Total Carry Forwards			**$**	**659,012**
2015 Realized Savings			**$**	**72,042**

2015 Budget	*$5.8M*
2015 Expenditures	*$5.1M*

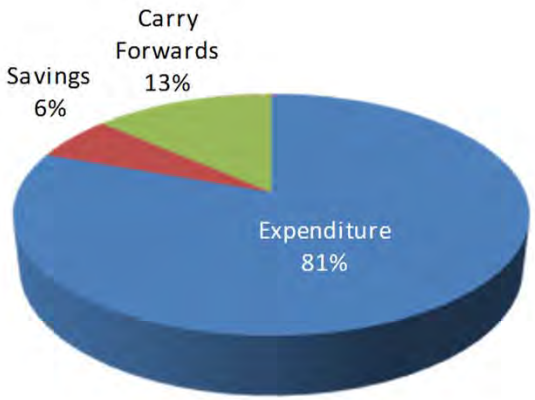


2015 Budget Carry Forward
May 3, 2016

Technology Fund - Carry Forwards

2015 Under Expenditure			**$**	**228,107**
Server replacement, HRIS module	$	83,000		
Website redesign		75,000		
Total Carry Forwards			**$**	**158,000**
2015 Realized Savings			**$**	**70,107**

2015 Budget	*$1.1M*
2015 Expenditures	*$0.9M*

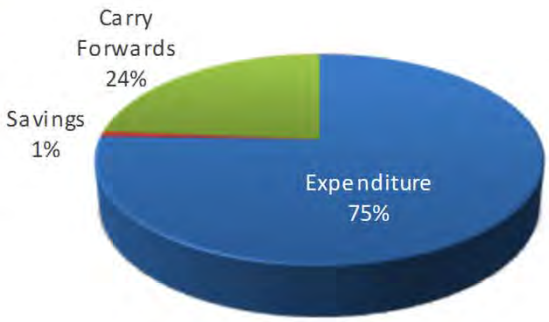


2015 Budget Carry Forward
May 3, 2016

General Government CIP Fund - Carry Forwards

2015 Under Expenditure			**$**	**3,615,042**
Town Center Infrastructure Reserves	$	3,500,000		
Total Carry Forwards			**$**	**3,500,000**
2015 Realized Savings			**$**	**115,042**

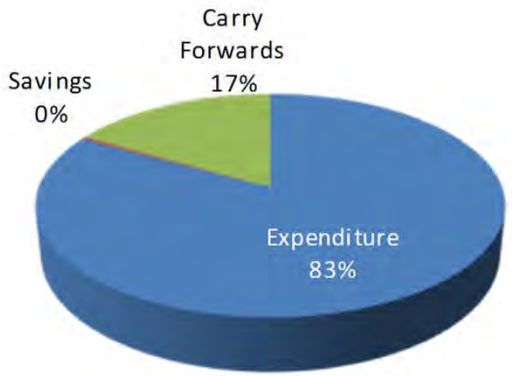
2015 Budget	*$14.8M*
2015 Expenditures	*$11.1M*



2015 Budget Carry Forward
May 3, 2016

Parks CIP Fund - Carry Forwards

2015 Under Expenditure		$ 4,511,179
Community Center	$ 3,300,000	
Lower Commons to Big Rock trail	297,233	
Land acquistion-Emerald Necklace	250,000	
Beaver Lake Preserve	246,225	
Sammamish Landing restroom	156,110	
Contingency	126,500	
Indoor field house site plan	50,000	
Total Carry Forwards		**$ 4,426,068**
2015 Realized Savings		**$ 85,111**

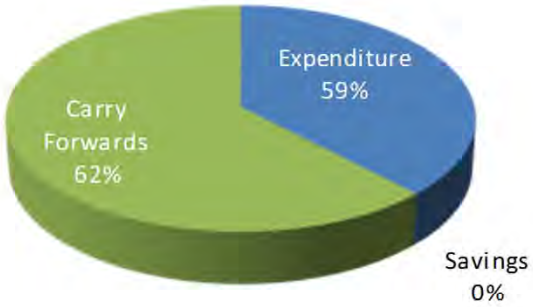


2015 Budget	*$26.5M*
2015 Expenditures	*$22.0M*

2015 Budget Carry Forward
May 3, 2016

Transportation CIP Fund - Carry Forwards

2015 Under Expenditure		$ 3,906,816
Sahalee Way	$ 1,008,500	
212th Gap	564,849	
Contingency	500,000	
SE 4th Street	467,096	
Neighborhood traffic management	285,187	
212th Way (Snake Hill)	176,969	
SE 14th Street	166,821	
Intersection improvements	164,014	
Intelligent Transportation System (ITS)	157,947	
Sidewalk improvements-Inglewood	149,808	
228th southbound lane-ISPL Road	125,000	
City Council TBD Non-motorized	100,000	
School safety zone improvements	25,000	
Streetlights for Inglewood	15,000	
Total Carry Forwards		**$ 3,906,191**
2015 Realized Savings		**$ 625**

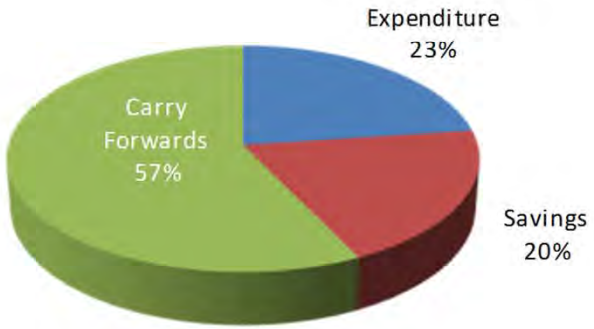


2015 Budget	*$6.3M*
2015 Expenditures	*$2.4M*

2015 Budget Carry Forward
May 3, 2016

Stormwater CIP Fund - Carry Forwards

2015 Under Expenditure		$ 1,855,539
Towncenter regional stormwater	$ 510,200	
Inglewood drainage	294,065	
Sahalee Way	220,000	
SE 4th Street	140,000	
212th Way (Snake Hill)	100,000	
Comprehensive Plan	26,722	
Drainage-Pine Lake Weir	26,457	
Sidewalk program-Inglewood	25,000	
228th southbound lane-ISPL Road	20,000	
Beaver management	15,000	
Total Carry Forwards		**$ 1,377,444**
2015 Realized Savings		**$ 478,095**



2015 Budget	*$2.4M*
2015 Expenditures	*$0.6M*

2015 Budget Carry Forward
May 3, 2016

2015 General Fund Expenditure Summary

Department	Budget	Actual	Variance	% Variance
City Council	$ 274,800	$ 258,820	$ 15,980	5.82%
City Manager	626,730	626,629	101	0.02%
Finance	993,550	952,737	40,813	4.11%
Legal Services	847,000	1,326,582	(479,582)	(56.62%)
Administrative Services	882,800	725,411	157,389	17.83%
Facilities	780,400	751,032	29,368	3.76%
Police Services	5,394,198	5,307,314	86,884	1.61%
Fire Services	6,150,673	6,086,878	63,795	1.04%
Public Works	914,181	1,151,534	(237,353)	(25.96%)
Social & Human Services	191,500	185,234	6,266	3.27%
Community Development	3,068,961	2,823,504	245,457	8.00%
Parks & Recreation	3,686,500	3,517,393	169,107	4.59%
Non-Departmental	3,609,310	697,749	2,911,561	80.67%
TOTAL GENERAL FUND	**$ 27,420,603**	**$ 24,410,817**	**$ 3,009,786**	**10.98%**

Figures to not include interfund transfers

2015 Year End Financial Report
May 3, 2016

2015 Year End Balance

(Including Carryforwards)

	2015 Budget	2015 Actual	Variance $	Variance %
Beginning Balance	$78,144,674	$78,144,674	$0	
Revenue	$78,730,877	$81,551,870	$2,820,993	3.6%
Expenditures	($109,491,218)	($91,450,399)	$18,040,819	
To 2016 Budget		*(14,234,350)*	*(14,234,350)*	
subtotal	($109,491,218)	($105,684,749)	$3,806,469	(3.5%)
Ending Balance	**$47,384,333**	**$54,011,795**	**$6,627,462**	