

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Extended Study Session

September 28, 2015
6:00 p.m.

Conference Room 1E-113
Bellevue, Washington

PRESENT: Mayor Balducci, Deputy Mayor Wallace, and Councilmembers Chelminiak, Lee, Robertson, Robinson and Stokes

ABSENT: None.

1. Executive Session

Deputy Mayor Wallace called the meeting to order at 6:00 p.m., and declared recess to Executive Session for approximately 30 minutes to discuss one item of potential litigation.

The meeting resumed at 6:35 pm., with Mayor Balducci presiding.

2. Approval of Agenda

→ Councilmember Stokes moved to approve the agenda, and Councilmember Robertson seconded the motion.

→ The motion carried by a vote of 7-0.

3. Oral Communications

(a) Lijun (Lily) Luo introduced herself as the Executive Director of ICMA China Center located in Beijing, China's University of Political Science and Law. She and her colleagues were visiting to attend the ICMA (International City/County Management Association) conference.

Councilmember Lee said he was honored to meet with the delegation earlier in the day at the ICMA conference. He thanked them for taking the time to visit City Hall.

(b) Janis Medley spoke on behalf of the Coalition of Eastside Neighborhoods for Sensible Energy (CENSE) and expressed concern that the Energize Eastside project will be built in the same right-of-way as the Olympic pipeline. She recalled the explosion of the same pipeline in Bellingham several years ago and said she is worried that a construction

accident could have the same consequences. She lives in one of 4,000 homes that is at catastrophic risk if there were a pipeline explosion. Ms. Medley asked the Council to weight the costs and benefits of the Energize Eastside project. She submitted her comments in writing.

- (c) Alex Zimmerman, President of StandUP-America, reiterated his ongoing request that the City Manager, who he characterized as a crook, hold monthly question and answer sessions with the public. He said Bellevue's 130,000 residents are idiots for not sharing his request. He said he is concerned about America and following the Constitution.
- (d) Marty Nizlek, representing the Washington Sensible Shorelines Association (WSSA), spoke regarding the Willowmoor Floodplain Restoration Project. He thanked City staff for participating in the King County process. He said a report is anticipated to be issued in approximately one month. He said a major concern of the committee is the ongoing maintenance of the flood control project. The U.S. Army Corps of Engineers has decertified the project because it does not meet their standards. One of the factors in that decision is the condition of the vegetation in the channels.
- (e) Bart Goft spoke in opposition to the City's new Cry Wolf program requiring that residents register their home alarm systems. He expressed concern about the annual fee of \$25 (\$12 for seniors) and questioned what residents receive in return for registering. Mr. Goft submitted his comments in writing.

4. Study Session

- (a) Council Business and New Initiatives

There was no discussion.

- (b) Regional Issues

- (1) Update on King County Metro Long Range Plan Development

Deputy City Manager Kate Berens introduced staff's Regional Issues update, noting that the focus would be on King County Metro's Long Range Plan.

Joyce Nichols, Director of Intergovernmental Relations, introduced Victor Obeso, Deputy General Manager for Customer Service and Planning for King County Metro. She noted that no action was requested of the Council that evening.

Mr. Obeso said the Long Range Plan has been developed through extensive policy planning by King Country since 2011 based on the findings of the Regional Transit Task Force in 2010. A strategic plan and service planning guidelines were established in 2011. That plan addressed goals for the future, service planning for the current system, evaluation of the current system's performance, and modifications of the system. It did not take a long-range perspective, and the purpose of the Long Range Plan is to strengthen the dialogue regarding transit planning and land

use planning and to provide more certainty for local jurisdictions and constituents. Mr. Obeso said 1.5 million people and 1.2 million jobs are anticipated to be added to the region by 2040. King County Metro is planning for the future network to match areas of growth.

Mr. Obeso said the Long Range Plan is intended to coordinate the delivery of transit service as well as the location of services. The Puget Sound Regional Council's (PSRC) vision suggested that transit should double its ridership of local transit, in addition to the regional expansion of light rail, from 2006 to 2040. One of the primary outputs of the plan will be to identify a 2025 horizon and a 2040 service network of planned services and types of services. Metro is exploring options for filling in gaps within the network, which will include alternatives to operating full-size buses. The plan will identify capital investments in transit, Park and Ride lots, non-motorized facilities, and long-term funding needs.

Mr. Obeso described a timeline depicting Metro's Long Range Plan process and Sound Transit's parallel development of the Sound Transit 3 (ST3) system plan. Metro is working with a Technical Advisory Committee (TAC) to seek input on how cities are updating their Comprehensive Plans with regard to transit services and PSRC's 2040 Vision. A draft Long Range Plan is anticipated by spring 2016 to allow for joint public outreach on Metro's plan and on the ST3 project list. By the summer of 2016, staff plans to submit a Long Range Plan to the King County Council that fully integrates the identified ST3 system plan. Mr. Obeso said Metro has been in discussions with the City of Mercer Island and Sound Transit regarding opportunities in the I-90 corridor.

Mr. Obeso described public outreach over the summer regarding express bus service, frequent service that minimizes wait time, and local service that minimizes the walking distance to transit services. Metro is studying the best integration of all three types of services throughout the region.

Mr. Obeso said Metro has been using Bellevue's Transit Master Plan to examine options and opportunities in Bellevue. He acknowledged the concept of abundant access which includes convenient, frequent, efficient, simple, direct and regionally connected. He said all attributes will not necessarily be delivered to every household but the objective is that these will be provided in the highest demand arterial corridors. He said frequency, directness and reliability are the most important factors to transit users. Metro's objective is to incorporate Bellevue's Transit Master Plan with other frequent transit networks on the Eastside and to Seattle. Mr. Obeso said Bellevue staff has communicated the need for greater connectivity between the Eastside activity centers.

Mr. Obeso described a map based on Metro's frequent services modeling which indicates that 60 percent of Bellevue residents will be within a half-mile walk of frequent service in 2040. Based on further direction from Bellevue's representatives on the Technical Advisory Committee, core Bellevue corridors would receive frequent service by 2030-2040. These include the BelRed corridor, areas of 148th Avenue, areas of 156th Avenue, and Bellevue Way.

Mr. Obeso said the TAC is comprised of approximately 25 representatives of local cities who meet regularly with Metro. Additional meetings are held with individual jurisdictions as well. Common themes from all cities are more connections to the high-capacity network, connections

to the rapidly growing South Lake Union area, increased access to Park and Ride lots, and more investments in alternative services.

Mr. Obeso said Metro and City staff have been discussing and analyzing the Bellevue College Connector project and are beginning to identify a possible future partnership with the City and the college. Metro is interested in improving transit movements along NE 10th Street between Bellevue Way and 112th Avenue NE and in improving transit service along Bellevue Way.

Mr. Obeso thanked Councilmember Chelminiak for his participation on the Service Guidelines Task Force. Those guidelines will inform the Long Range Plan. The King County Council budgeted for the expansion of alternative services to mitigate the effects of last fall's service reductions and to begin moving forward with completing a five-year plan for alternative services that was adopted in 2012. Work on alternative services is underway in the North Bend-Snoqualmie area, Mercer Island, Burien, Southeast King County, and Vashon Island.

Mr. Obeso said 2,000 citizens responded to an online survey and 6,000 individuals responded to June open house materials. Metro plans to share a detailed summary of those findings on the web site this fall. It will continue to work with the TAC, local jurisdictions, and advocates serving underrepresented populations and service organizations.

Councilmember Chelminiak said the Service Guidelines Task Force recommendations will include enhancements to peak service. He said Bellevue and the Eastside will not receive the desired service levels, and he suggested that Bellevue's focus should be on the Long Range Plan. Mr. Chelminiak said he has been riding the bus since 1969 and much of the system has essentially not changed. He hopes the Long Range Plan will focus on the broader objective of how to move the most people in the most efficient way possible. He said the commute time has become an all-day commute, and an all-day service model makes the most sense. Mr. Chelminiak said he recently read a study from Denver indicating that the top reason for using transit is based on its convenience to individuals' job sites versus their homes. He said transit service is critical, and transit-oriented development without transit service is gridlock.

Councilmember Robinson thanked Metro for collaborating with the City and Bellevue College. She questioned how the Long Range Plan meshes with the Service Guidelines Task Force's work.

Mr. Obeso said service guidelines involve measuring, evaluating and modifying the current network of services based on past experience. The Long Range Plan will address unmet needs as well as needs related to future growth.

Deputy Mayor Wallace questioned whether the Long Range Plan to be released in July 2016 will include recommendations on the multiple funding assumptions. Mr. Obeso confirmed that the plan will identify the gaps between current funding and funding needed for the 2025 and 2040 networks. The plan will also likely have an intermediate plan for the next six years. Mr. Wallace noted significant competing funding demands including tax increases related to the McCleary decision and the ST3 voter package.

Deputy Mayor Wallace noted a recent article in the Puget Sound Business Journal about new companies over the past five to 10 years that are focused on addressing traffic congestion and enabling better utilization of transportation options. He observed that the apps and technology are augmenting transit use and can help the public to utilize it more effectively. Mr. Wallace said the article quotes an individual from Metro who states that the agency does not have the creativity in-house to design those types of apps. He questioned Metro's perspective on its future ability to embrace emerging technologies to supplement or otherwise influence transit.

Mr. Obeso said Metro is looking to embrace the evolution of technology and transportation network companies. He said Metro is ready to launch an alternative service project in Redmond that will use a carpooling app to help match riders with Metro-subsidized rideshare trips. He said Metro is also looking for ways to partner with companies like Uber and Lyft to complement Metro's services (i.e., provide the last mile connection for transit users). Mr. Obeso said Metro embraces new technology. However, transit is one part of the transportation network which includes cars, pedestrians, bicycles, and private transportation entities.

Referring to the quote in the article mentioned above, Mr. Wallace questioned whether Metro is working on identifying funds to partner with the private sector companies to implement new technologies. Mr. Obeso said creativity in the development of applications is not Metro's core business. Metro has creativity in transportation network development, however. Mr. Obeso said Metro was one of the original partners with FlexCar through a federal grant. Metro has the largest publicly operated vanpool program and is looking at ways to make that program more flexible. Metro is putting real-time information in more locations throughout the transit network. Mr. Obeso said Metro is embracing technology but does not have plans to fund application developers. Metro will provide data to developers, however.

Deputy Mayor Wallace observed that annual discussions about the transit plan typically include comments that the City of Seattle is infringing on the Eastside's percentage of transit trips. He suggested that perhaps the focus of the Eastside should be more on harnessing improvements in technology to enhance transportation if the Eastside is always going to lose the political battle for transit services.

Councilmember Stokes observed that buses have been around for a long time and he has heard similar conversations many times in many cities. He questioned how Metro and Sound Transit are coordinating their services and connections/transfers. He said many cities with successful services have one transit system.

Mr. Obeso said the agencies are working to establish a coordinated regional transit system that avoids duplicating investments and services. Metro adjusts its transit service network based on Sound Transit's services on an ongoing basis. Metro is in the middle of a large proposal affecting 900,000 annual hours of service for northeast Seattle and Capitol Hill in response to Sound Transit's future opening of a new segment of light rail line between the University District and Capitol Hill. Metro has a proposal before the King County Council to redistribute resources among 35 routes in the current system, eliminating some longstanding patterns in northeast Seattle.

Mr. Obeso said Metro has been focused on determining how to reallocate Metro's services to complement Sound Transit's significant transit investments. He said the two agencies partner in the ORCA card program to allow riders to seamlessly use the two systems. They are working together to integrate their facilities and to enhance wayfinding, real-time information, and transfers between buses and trains.

Responding to Councilmember Stokes, Mr. Obeso said similar coordination between Metro and Sound Transit will occur as light rail expands to the Eastside.

Councilmember Lee concurred with Deputy Mayor Wallace's comments about enhancing the focus on emerging technologies. He suggested that Metro seek a certain amount of funding for advanced technology.

Responding to Mayor Balducci, Mr. Obeso said the planning process did not begin with a funding assumption, but with the region's 2040 Plan. Ms. Balducci questioned whether Metro's Long Range plan will reflect the entirety of Bellevue's Transit Master Plan. Mr. Obeso said he could not commit to the entire plan. However, the intent is to reflect local plans within the broader regional framework.

Mayor Balducci said she is pleased to see the timeline demonstrating the parallel processes of Metro and Sound Transit. She would like to see a combined regional transit plan at some point.

Responding to Ms. Balducci, Mr. Obeso said the economy is growing and providing sales tax at a higher rate than projected in Metro's budget. These revenues, savings in the prior biennium budget, and partnerships enable Metro to add approximately 70,000 service hours this year. He said Seattle voters approved a ballot measure last November which has restored services that were reduced. Mr. Obeso said Metro's overall system is growing by approximately 10 percent this year, and 350,000 service hours will be added between June 2015 and March 2016.

Responding to Councilmember Robinson, Mr. Obeso said he would provide more information on the added service hours and the areas they serve.

Mayor Balducci thanked Mr. Obeso for the presentation.

(2) State Legislative Update

Mayor Balducci said she looks forward to an update on the Willowmoor project. Ms. Nichols said staff will bring the plan to the Council when it is available to enable the Council to determine whether it meets the needs of the property owners along Lake Sammamish.

Councilmember Robertson questioned whether the City is recommending that the Willowmoor project be managed to maintain lower lake levels. Ms. Nichols said King County has committed to providing the annual maintenance of the transition zone. The plan to be brought to the Council will involve either a long-term solution to maintain lower lake levels and manage flooding or King County will be required to continue with its annual maintenance.

Deputy Mayor Wallace referred to the issue of a levy swap to provide education funding pursuant to the McCleary decision. He said the proposal from the House of Representatives calls for a \$1.50 per \$1,000 AV increase in the property tax for residents within the Bellevue School District. As a comparison, the City's property tax rate is less than \$1 per \$1,000 AV. The potential new property tax equates to \$800 to \$900 per year for an average Bellevue home, and the revenues would be shared statewide. Mr. Wallace said this is a serious issue, and the proposal would take the property tax rate to the constitutional limits.

Ms. Nichols said a number of proposals have been discussed. However, she acknowledged that the proposal Mr. Wallace described has been discussed the most. Ms. Nichols said City staff contacted the Bellevue School District after the last discussion with the Council on this topic in July. The Deputy Superintendent of the District will attend the October 12 Council meeting to provide an overview on school funding. At that point, the Council could decide to develop a position and/or interest statement regarding a levy swap. The Washington Supreme Court is levying a \$100,000 per day fine until the funding is addressed by the state legislature in 2016. Ms. Nichols said staff will continue to monitor and work through the issues with the Council.

Mr. Wallace said he has heard three separate legislators describe the above proposal as the plan that will be moving forward. It is described as revenue neutral because it will cap local levies across the state. However, the cap will be \$1.25 per \$1,000 AV and Bellevue's current levy is \$1.20. Bellevue's levy would not be reduced, and the new property tax would be added as well. He said taxpayers in the larger school districts in the region will be hit the hardest by the levy swap.

Mayor Balducci concurred with the need to learn about the proposals and potential property tax impacts as soon as possible.

Councilmember Stokes agreed that the levy swap will have the greatest financial impacts for larger districts and/or wealthier communities. He said no other alternatives for addressing the McCleary decision financial obligations are under serious consideration.

Councilmember Robertson suggested developing a legislative agenda item on this topic. She has spoken with the Bellevue School District Superintendent and her understanding is that the levy swap will have significant financial implications beyond the property tax increase. There is the potential that money from the State to Bellevue could be cut, even as more property taxes are collected, due to the different definitions for basic education. Ms. Robertson said she was not aware of possible alternatives. She wants to be sure the City develops a thorough analysis and discussion of this topic.

Referring to the Willowmoor project mentioned earlier, Councilmember Stokes said he is on the King County Flood Control District Advisory Committee which has been trying to move this work forward. He suggested that the City advocate for funding when the proposed plan moves forward to the King County Council. He said the Flood Control District has approximately \$60 million in bank assets.

At approximately 7:45 p.m., Mayor Balducci declared a short break. The meeting resumed at 8:00 p.m.

(c) East Link Project Update

Deputy City Manager Berens introduced staff's East Link project update. She said staff is seeking Council feedback related to transit-oriented development (TOD) to be completed with the construction of the light rail project, Operations and Maintenance Satellite Facility (OMSF), and the 130th Avenue Station in the BelRed corridor.

Transportation Director Dave Berg introduced Ric Ilgenfritz and Kent Hale to provide Sound Transit's presentation. Mr. Ilgenfritz, Executive Director of Planning, Environment and Development, said Mr. Hale is the lead environmental planner for the OMSF.

Mr. Ilgenfritz said Sound Transit has completed the Final Environmental Impact Statement (FEIS) for the OMSF. The Sound Transit Board will consider a final project decision on the facility in October. The FEIS addresses items from the East Link memorandum of understanding (MOU) between the City and Sound Transit including site design and screening, TOD scenarios and processes, and trail development/connection to the Eastside Rail Corridor. With regard to the OMSF, a request for expressions of interest (RFEI) was issued in July and 14 local and national responses were received. The purpose of the request was to identify partners for developing the facility and addressing adjacent land uses. Most of the responses were from civil design firms, and one response was from Imagine Housing, a nonprofit housing developer. Mr. Ilgenfritz noted that the OMSF project is separate from the East Link project.

The Sound Transit Board capital committee will meet on October 8 and the Board will meet on October 22 to consider the final site selection.

Deputy Mayor Wallace said there is a real estate challenge every year in which four universities compete to design the development of a project site. The program recently sent a request for nominations, which Mr. Wallace forwarded to the City's Director of Planning and Community Development. Mr. Wallace said he would be interested in recruiting the project teams to look at the OMSF site and to provide input on whether housing would be viable. He does not believe that it is and is interested in hearing proposals that might demonstrate how housing could work.

Mr. Ilgenfritz concurred with the suggestion and indicated that more research and discussion are needed to determine what is realistic for the facility site.

Responding to Councilmember Lee, Mr. Ilgenfritz said Sound Transit is open to receiving additional expressions of interest in the project.

Moving on, Mr. Ilgenfritz said the East Link MOU outlines what will happen if Bellevue is the selected site for the OMSF. The City would initiate a Code amendment process by November 21 to enable an administrative permit for the facility. Sound Transit would start a market assessment by December 21 and would begin negotiations with the City to draft a development agreement as

the market study moves forward. Sound Transit has determined that the design-build procurement method is the best approach for the project and its consultants will begin working on design-build procurement documents in early 2016.

Mr. Ilgenfritz said the OMSF project is to be completed and operational by December 2020, two years before the East Link system begins testing. Both the City and Sound Transit are interested in enabling development to occur before East Link begins operations. Mr. Ilgenfritz said there will be ongoing coordination with the stakeholder group throughout the process.

Responding to Councilmember Robinson, Mr. Ilgenfritz said affordable housing could be a component of the development agreement.

In further response to Ms. Robinson, Ms. Berens said staff is working on bringing that topic forward. The process would require public hearings by both Sound Transit and the City. Staff anticipates completion of the development agreement by mid-2016.

Councilmember Robertson said it would be helpful to understand the permit process for the OMSF, assuming it is located in Bellevue, and to understand when and how stakeholders will have certainty with regard to mitigation for construction and ongoing operations. She questioned how the City will ensure that any proposed transit-oriented development (TOD) is consistent with the underlying BelRed Subarea Plan.

Mr. Ilgenfritz said the MOU addresses certainty for the City about the land use that would occur in the area around the OMSF and certainty for Sound Transit in terms of the ability to deliver the system on schedule. The Final Environmental Impact Statement (FEIS) documents the project's impacts and provides the foundation for determining mitigation. The FEIS also reflects design-related commitments and a number of elements that would be documented in the permitting process.

Ms. Robertson questioned what Sound Transit is looking for in terms of a permit pathway. She said the public will need clarity on that and will want to be involved in commenting on the process.

Ms. Berens said staff plans to bring a discussion of the Code amendment process to the Council in November, if the final site selection for the OMSF is in Bellevue. The development agreement will include more specific language about TOD and other issues. Ms. Berens said staff will be sure to address Ms. Robertson's questions in a more detailed presentation prior to asking the Council to initiate the Code amendment.

Councilmember Robertson noted that the City's land use and planning work program includes an item to review the BelRed Plan. She questioned how the OMSF process would fit sequentially with the broader BelRed review. Ms. Berens said the MOU does not anticipate any changes in the density of development allowed in the BelRed nodes. The Code amendment for Sound Transit is primarily a process while also addressing site design issues for the OMSF use. The TOD envisioned does not require any changes to the BelRed Code. Ms. Berens said the OMSF work does not require that the broader BelRed review be completed in advance.

Deputy Mayor Wallace expressed concern about the start date for design and construction. He said Sound Transit has a history of running through processes while the City is not given adequate time for its own processes. He encouraged having conversations now about the coordinated permitting path and how to ensure that the City has adequate time to address key issues.

Mayor Balducci said Sound Transit and the City have cooperated with Congregations for the Homeless to again use the site as a winter shelter this year.

Mr. Ilgenfritz thanked the Council for the opportunity to provide an update. He said Sound Transit staff will be eager to move forward if the Sound Transit Board reaches a final decision in October.

Moving on, Mr. Berg welcomed Ron Lewis, Paul Cornish and Tony Raben from Sound Transit to provide an update on the integrated construction schedule of East Link light rail and OMSF activities. He said staff would provide information on the I-90 crossing and the South Bellevue Park and Ride in response to the Council's previous questions.

Mr. Lewis recalled a previous question by Councilmember Chelminiak about how Sound Transit handles homeless encampments encountered during its projects. He highlighted elements of a letter responding to that question. He said Sound Transit approaches individuals in a sensitive and humane manner and has written protocols for contractors and subcontractors to follow as well. These include notification to the residents of the encampment; removal, return or storage of any personal properties; site cleanup and preservation; and appropriate waste management services. Sound Transit also contacts established human services resources within the community to address needs. He noted the partnership between Sound Transit and the City for a winter shelter at the International Paper site.

Mr. Lewis said Tony Raben is the principal construction manager working with a team of construction managers assigned to each of the major construction packages. Mr. Lewis said Paul Cornish was recently promoted to the Light Rail Development Manager position.

Mr. Lewis said the integrated construction schedule includes seven major construction packages, six of which are civil infrastructure and one is the systems package. He recalled that the I-90 portion of the project is the critical path from a scheduling standpoint. The current work on I-90 as part of the R&A Stage 3 project is completing the HOV system and the lanes on the outer roadway from Mercer Island to Seattle. When that work is completed, Sound Transit will take possession of the center roadway to begin East Link construction. Sound Transit is currently in the procurement process for a contractor and is using a GC/CM (General Contractor Construction Manager) delivery model.

Mr. Raben highlighted the status of the construction packages. For the section between I-90 and Main Street, Sound Transit is in the latter stages of final design and is working with the City to address South Bellevue traffic. The Downtown Bellevue Tunnel contract is currently in the procurement process and does not include the station.

The Downtown Bellevue to Spring District package includes four stations. This contract has been through the procurement process and is in the pre-construction phase. The BelRed contract from 124th Avenue NE to SR 520 includes one station at 130th Avenue NE, and design has been completed. The SR 520 to Overlake Transit Center package includes two stations and one parking garage. It is currently in procurement and is a design-build contract. Of the seven construction packages, Mr. Raben said five are in procurement or some type of pre-construction activity. The other two contracts will be advertised next year.

Mr. Lewis noted the OMSF design-build scenario as it relates to the East Link schedule. The OMSF is scheduled for completion in 2020. He said Sound Transit is continuing with property acquisitions as design advances and procurements get underway for construction.

Mr. Lewis recalled that, in July, 15 IRT (Independent Review Team) issues were closed. There are now 17 issues closed with six issues to be resolved. The three short-term items are the track bridge, operational restrictions, and the method for identifying stray current. The three long-term issues are: 1) criteria established to evaluate issues, 2) modification of bridge inspection procedures, and 3) additional needs and changes required to meet the Blue Ribbon Panel recommendations.

Deputy Mayor Wallace observed that the schedule depicts construction but not the permitting phases. He questioned what will happen if the design and permitting schedule starts pushing into the construction schedule. He noted that the critical path is the I-90 bridge crossing project, which requires permits from the Washington State Department of Transportation (WSDOT) and the Federal Highway Administration.

Mr. Lewis said a WSDOT staff person is located at Sound Transit to help coordinate permit reviews and to work through the IRT issues. WSDOT conducts an ongoing review of Sound Transit's designs at each design milestone.

Deputy Mayor Wallace questioned what will happen, as Sound Transit moves forward with construction of light rail in Bellevue, if the I-90 issues have not been resolved. Mr. Lewis said Sound Transit is highly confident that the technical issues will be resolved to allow light rail across the bridge. Mr. Lewis said Sound Transit completed all of the required testing. However, the related documentation has not been completed.

Councilmember Robertson questioned whether Sound Transit will move forward with construction in Bellevue before I-90 issues are resolved. Mr. Lewis said the I-90 design will not be 100-percent complete in February 2016 when construction in Bellevue is anticipated to begin. However, it will be well on the path toward 100-percent completion. He said the R8A project currently under construction on I-90 must be completed before the HOV lanes can be relocated to the outside roadway.

In further response to Ms. Robertson, Mr. Lewis said the three short-term issues mentioned earlier are expected to be resolved by February 2016.

Mayor Balducci summarized the Council's concern about beginning construction in Bellevue before the I-90 issues are resolved. Responding to Councilmember Stokes, Mr. Lewis reiterated that Sound Transit's extensive testing indicates the bridge can support light rail.

Moving on, Mr. Cornish described the replacement parking strategy during light rail and South Bellevue Park and Ride construction. The Park and Ride will be closed in the fall of 2016. The lot has 530 parking stalls. One strategy is that the Access program will move to the Eastgate Park and Ride. Sound Transit is working on modifying bus routes where needed and will be monitoring "hide and ride" activity in conjunction with the City. A February 2015 license plate survey of South Bellevue Park and Ride users indicates that they come from a number of areas outside of Bellevue including Issaquah, Kirkland, Renton and Sammamish. The majority of them ride Route 550 to Seattle.

Mr. Cornish said existing Park and Rides and leased lots have 275-300 available parking stalls with access to buses serving South Bellevue bus destinations and with connections to buses with the same destinations. Sound Transit is working with King County Metro to manage the Eastgate Park and Ride in a way that will increase the number of available parking spaces. Mr. Cornish said an additional measure is to lease an additional 350 stalls at churches and other private properties in lots that are selected based on Bellevue's Transit Master Plan. These are intended to be close to riders' point of origin and to see South Bellevue bus destinations and/or buses with connections to those destinations.

Mr. Cornish described modifications to Sound Transit routes. The 550 will continue to serve Bellevue Way including Downtown Bellevue. Route 560 will bypass South Bellevue and go directly to Downtown Bellevue. Routes 555 and 556 will move from 112th Avenue to Bellevue Way. Enatai service will be modified through additional peak hour trips on I-90 to the Eastgate Park and Ride, the integration of SR 520 routes and University Link, and the ongoing monitoring of transit operations.

Mr. Cornish said public outreach will begin several months before the closure of the South Bellevue Park and Ride, and leased lots will open 60 days before the closure. Sound Transit is working with Metro to increase vanpool and van share options. Sound Transit is working with TransManage to identify Downtown Bellevue transportation alternatives, enhance ride matching, and to refer people to Choose Your Way Bellevue. Outreach staff from the City, Metro, Sound Transit, and TransManage are working together on the implementation plan for next year.

Mr. Cornish said Sound Transit is working with engineering consultants to determine whether the South Bellevue Park and Ride can reopen earlier than currently anticipated.

Mayor Balducci said many citizens are under the impression that the Park and Ride will close and that there is no plan to accommodate parking needs. A second rumor is that the lot will be closed during the entire light rail construction period for 12 years. Her understanding is that construction in South Bellevue is anticipated to extend over 36 months. Mr. Raben said it is more in the range of 48 months.

Ms. Balducci noted that the South Bellevue Park and Ride lot currently accommodates approximately 500 cars, and Sound Transit's current plan is to replace that capacity. Mr. Cornish said there are currently 275-300 spaces available in other Park and Ride lots. Ms. Balducci observed that people will attempt to meet their needs in a number of ways including parking in neighborhoods. Responding to Ms. Balducci, Mr. Berg said there is no residential permit parking in the immediate vicinity of the South Bellevue Park and Ride. He said the City has been discussing this option with Sound Transit, however.

Responding to Mayor Balducci, Mr. Cornish said the Park and Ride closure is scheduled to begin in fall 2016. Ms. Balducci thanked Sound Transit for the presentation and said it is reassuring to see the planning that is underway. She observed that the public is largely not aware that there is a plan.

Councilmember Robertson encouraged Sound Transit to publicize its alert program to assist riders during the transition and through construction. On another topic, she said she read that the City of Mercer Island and Sound Transit have been talking about creating some permanent parking spaces at that Park and Ride. Mr. Cornish said that is not part of the replacement parking plan. However, the Sound Transit Board approved a permit parking program last week, and Mercer Island is one of the sites for the program. Ms. Robertson requested more information on the program. She said any changes at the Mercer Island Park and Ride affect Bellevue users and overall traffic patterns.

Councilmember Chelminiak said the comments he hears from the public is that there is not sufficient alternate Park and Ride capacity available. He questioned the estimate that there are 275 available parking spaces. Mr. Cornish said that is the total spaces available in several lots including Newport Hills, Sammamish, and South Kirkland. He said the current leased lots are underutilized as well.

Mr. Chelminiak questioned whether the number of different routes serving any one leased lot will be expanded. Mr. Cornish said Sound Transit is working with Metro to coordinate services. Mr. Chelminiak said he feels somewhat better hearing about the plan. However, he observed that it might be necessary to add bus service once the replacement plan begins. He has heard a number of concerns about the closing of the South Bellevue Park and Ride for 48 months.

Deputy Mayor Wallace expressed concern that the plan will not replace existing service. The 550 bus currently stops at the South Bellevue Park and Ride every six minutes during peak periods, and the alternate lots will not have that same service. While there is a plan, Mr. Wallace said he believes it will not meet the public's needs.

Councilmember Stokes concurred that the 550 route is heavily used and the inability to connect with that bus in South Bellevue will have significant impacts. A likely outcome is that more people will drive because transit is no longer convenient. Mr. Stokes encouraged more thought on how access to the 550 route could be enhanced.

Moving on, Maher Welaye, Engineering Manager, described how traffic on Bellevue Way will be managed over the originally projected 36-48 month period, using one lane in each direction

and a reversible lane for peak hours. There will be 12 to 15 partial and full weekend closures. Mr. Welaye said the East Link MOU between the City and Sound Transit addresses the objective to maintain four lanes of traffic to the extent possible. The work will be completed in three phases: utility relocations, light rail guideway trench construction, and Bellevue Way restoration.

Mr. Welaye said key considerations are to maintain road capacity to the extent possible, ensure safety for the public and the construction workers, minimize cut-through neighborhood traffic, and minimize construction noise impacts. Sound Transit is requesting permits to work extended hours over approximately 10 weekends.

Mr. Welaye said the revised schedule indicates that the Bellevue Way work could be completed within 26 months instead of 36-48 months. The tradeoffs will be weekend construction work and other extended work hours. Mr. Welaye said the project team is looking at how to continue the work during the holiday season and to minimize impacts to Bellevue Way. Options include maintaining four lanes of travel on Bellevue Way after 3:00 p.m. between Thanksgiving and the first Monday of 2016 or maintaining four lanes of travel all the time. The tradeoff will be added time to the overall construction schedule.

Mr. Welaye said staff has heard from the community about the need for frequent and accurate traffic information during construction. The Enatai neighborhood is concerned about cut-through traffic, and residents would like more information on a plan to address that as well as construction noise, extended work hours, and related mitigation.

Mr. Welaye said construction of the South Bellevue portion of the project will still take four years, although disruption of Bellevue Way has been reduced to approximately two years. The City is working with Sound Transit to implement an incentive in their contracts to further reduce the overall Bellevue Way work schedule and the length of time there are three lanes instead of four lanes of travel. Mr. Welaye said the City continues to work with Sound Transit on the noise mitigation plan.

Mr. Welaye highlighted a citywide list of roadways that will be affected by the East Link project, City Capital Investment Program (CIP) projects, and private development projects. He said the community outreach plan involves government agencies and other partners and stakeholders in the "Bellevue is Open for Business" campaign. A budget proposal will request funding for a range of activities including television, radio, print, and/or online media. The estimated initial cost is \$75,000 to \$100,000, and annual costs could range from \$25,000 to \$75,000. The program will begin in 2016 and extend through 2022/2023.

Councilmember Robertson said she hopes the budget proposal includes an alert program for users who want to sign up for notifications.

Councilmember Robinson said she is pleased to see the undergrounding of electrical distribution lines. She asked whether staff has considered using the INRIX traffic app. Mr. Welaye said the traffic engineers are looking at a number of tools including INRIX.

Chris Salomone, Director of Planning and Community Development, presented information on transit oriented development (TOD). He said staff is seeking Council direction on three categories of TOD principles to guide continued design and the drafting of the development agreement: 1) BelRed Plan, 2) 120th Station and OMSF, and 3) BelRed corridor and 130th Station. The first is focused on integrating priorities of the BelRed vision including mixed use development, walkable transit station areas, and environmental elements. The 120th Station incorporates two phases for developing the OMSF to mitigate the impacts on commercial and mixed use development, including affordable housing, at that location. The third set of principles address the mix of residential and retail uses at the 130th Station including a pedestrian-oriented retail street and an at-grade, mid-street station.

Mr. Salomone noted the draft principles provided in the presentation.

Councilmember Robinson observed that the principles reflect previous Council input.

Councilmember Stokes suggested more time to review the principles. Councilmember Lee concurred, noting that he would like to have a separate staff briefing.

Deputy Mayor Wallace expressed general support for the 130th Station Area TOD planning principles. He would like to determine ways to make both the City-owned properties and adjacent properties more viable. This includes addressing regional stormwater facilities to facilitate and encourage private development, especially in the area of affordable housing.

Mr. Wallace said he is concerned about the viability of residential development in the 120th Station area next to the OMSF. If residential development is to be provided, he suggested allowing additional commercial uses, including medical offices, over the parts of the OMSF with the highest noise and operational impacts. Mr. Wallace observed that this is not a healthy living situation. He expressed concern about the reference to the future realignment of 120th Avenue NE by the City, Sound Transit and Metro to allow Phase 2 TOD development. He said no agency has stepped forward with a commitment to fund this work. Mr. Wallace suggested that the realignment of the road is not necessary, especially at the estimated cost of \$60 million.

Responding to Mayor Balducci, Deputy Mayor Wallace reiterated that the principle to realign 120th Avenue NE is unnecessary and the money could be better spent elsewhere. Given the adjacent maintenance facility, he suggested that commercial property and landscaping, without straightening the road, would be a good use of the parcel.

Mayor Balducci questioned the MOU language related to the realignment of 120th Avenue NE. She recalled that this was a key priority for certain stakeholders in order to reverse their objections to the OMSF.

Ms. Berens said there are elements related to the concept of realignment in both the City-Sound Transit MOU and the Three-Party Agreement (including Metro). The latter addresses coordinated planning for the realignment of 120th Avenue NE. The MOU requires Sound Transit to incorporate certain elements in its OMSF design, especially for the Phase 2 properties that could be developed if the road is straightened. It requires Sound Transit to incorporate certain

elements to avoid precluding certain future development. In the interim, it requires frontage improvements. Ms. Berens said the stakeholders' position was that the realignment of 120th Avenue NE is an important, long-term project for the overall BelRed vision.

Mr. Salomone concurred and noted that the language in the agreements was intended to quantify the level of mitigation requested by the City. He said approximately three-quarters of the commercial/mixed use square footage could be achieved without moving the road, but moving the road adds another 700,000 square feet for development.

Mayor Balducci questioned the need to reference the future road realignment as a TOD planning principle if it is already in the MOU and Three-Party Agreement.

Councilmember Lee said he is not opposed to retaining it as a principle.

Councilmember Chelminiak concurred with retaining the principle, noting that the road realignment is a long-term project. He agreed with Deputy Mayor Wallace that commercial uses will likely be more practical and realistic adjacent to the OMSF site (120th Station) than residential uses. However, he would like to attempt to provide some amount of residential development, including affordable housing.

Mayor Balducci suggested that Councilmembers provide input before the next discussion of the principles.

5. Council Discussion of Upcoming Items: None.
6. Continued Oral Communications

Bart Goft expressed concern regarding the City's new home alarm registration program. He asked whether registration contributes to crime prevention. He questioned what citizens receive from the program and their \$25 (\$12 for seniors) fee. He resents that the program will be managed by a vendor outside of Bellevue.

At 10:00 p.m., Mayor Balducci declared the meeting adjourned.

Kyle Stannert
Acting City Clerk

/kaw