

CITY OF BELLEVUE  
CITY COUNCIL

Summary Minutes of Extended Study Session

July 9, 2018  
6:00 p.m.

Council Conference Room  
Bellevue, Washington

PRESENT: Deputy Mayor Robinson and Councilmembers Lee, Nieuwenhuis, Robertson, Stokes, and Zahn

ABSENT: Mayor Chelminiak

1. Executive Session

The meeting was called to order at 6:01 p.m., with Deputy Mayor Robinson presiding. There was no Executive Session.

2. Approval of Agenda

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

→ The motion carried by a vote of 6-0.

(a) Parks and Community Services Board Report

Deputy Mayor Robinson noted that the Parks and Community Services Board report is published in the meeting agenda packet. She thanked Debra Kumar, Chair of the Parks and Community Services Board; Heather Trescases, Vice Chair; and Camron Parker, Parks Property and Acquisition Manager and staff liaison to the Board.

Chair Kumar provided an update on the Parks and Community Services Board's activities. She noted two items in the meeting packet: 1) memo regarding 2019-2025 Capital Investment Program (CIP) for the Parks and Community Services Department, and 2) memo regarding the planning for the second sequence of the Grand Connection. She encouraged support for the continued implementation of Parks levy projects including Airfield Park, Meydenbauer Bay Park, the northeast corner of the Downtown Park, ongoing maintenance and renovation of the

overall park system, and the acquisition of parks and open space. She expressed support for developing new neighborhood parks, including in the Bridle Trails and Newport Hills areas.

Chair Kumar thanked Councilmember Robertson for her work with the Parks and Community Services Board. Ms. Kumar said the Board is pleased to see Council Vision priority 12, which calls for the City to update its Parks and Recreation Master Plan, undertake a level of service (LOS) analysis, and create a financial strategy to support a growing population. The Board also discussed priority 13 addressing the possibility of developing a regional aquatic center in Bellevue.

Ms. Kumar said the Board's discussion of the Grand Connection identified a number of priorities for the Council to consider. The Board suggests that the east side of the project needs a significant public space to complement the major civic spaces in Meydenbauer Bay Park and the Downtown Park. The Board encourages an implementation strategy that identifies funding opportunities and the partnerships needed to construct and maintain the Grand Connection.

Councilmember Robertson, Council liaison, said the Board has been working to develop its input for the budget and CIP Plan. She said the Board rescheduled its retreat twice because they wanted to wait for the release of the Council's vision and priorities to inform their work. Ms. Robertson noted that the Grand Connection overlaps a number of areas including transportation, parks and open space, and economic development. She suggested continued efforts to involve the public, boards, and commissions in developing the Board's priorities and budget proposals. Councilmember Robertson thanked the Board for their commitment and work.

Councilmember Zahn said she likes the idea of looking at the Grand Connection and other projects in terms of level of service. She is pleased to see the City moving forward with park planning in the Newport Hills neighborhood.

Councilmember Nieuwenhuis thanked the Board for their work and for focusing on both larger projects and smaller neighborhood parks.

Councilmember Lee said the Council appreciates the commitment and value of the boards and commissions. He expressed support for the suggestions to explore cost-sharing and partnership opportunities.

Councilmember Stokes noted that three former Parks Board members currently serve on the Council. He said he appreciates the Board's vision and strong contribution to the community.

### 3. Oral Communications

- (a) Rayma Norton expressed support for the Homeless Services Uses Land Use Code Amendment (LUCA). She said the City must address homelessness with forward thinking and compassion. She said it is time for exceptional public service and leadership. Ms. Norton said she worked for 18 years with the King County Library System in Bellevue and in other communities, where she witnessed the growth in the area and the increase in individuals experiencing homelessness. She noted the ongoing services provided by Congregations for the Homeless and The Sophia Way.

- (b) Cynthia Brown, Director of Emergency Services for The Sophia Way, expressed concern about including unnecessary regulations in the Homeless Services Uses LUCA. She said providers know how to do their job of operating shelters, and safety is of the utmost importance. She said there is not a separate code of conduct for any other group of people in Bellevue. She expressed concern about the provision that shelters coordinate with private security services. She noted that women living in shelters are often victims of domestic abuse and are not comfortable with a male security presence. She urged the Council to conduct further study of best practices and noted that shelters provide emergency housing and assistance for individuals with incomes below 30 percent of the area median income (AMI).
- (c) Reverend Roger Harwerth, Newport Presbyterian Church, noted that the Eastside Interfaith Social Concerns Council addresses issues to help individuals experiencing homelessness. He said the faith community is not trying to violate the separation of church and state but has led the way in providing services. He said he appreciated the Council's efforts. He said it is more important than ever that the Homeless Services Uses LUCA moves forward. He encouraged the Council to eliminate rules that make it harder for people to obtain housing and to allow shelter operators to follow their best practices. He said shelters keep the community safe for both the housed and unhoused. He encouraged the Council to avoid regulations developed out of fear.
- (d) Paul Marciante expressed support for the SE 16<sup>th</sup> Street sidewalk and bike lane project currently in the Transportation Facilities Plan (TFP).
- (e) Tzachi Litov said he struggles to understand why the Council is ignoring facts and common sense. He encouraged the designation of buffers around shelters and noted that sex offenders often cannot live within a certain distance of schools or playgrounds. He expressed concern that the mayor said in the past that buffers are not a best practice. Mr. Litov said Seattle public safety officers now wear bulletproof vests when responding to incidents in homeless camps. He said he is weary of the comments that residents are driven by fears.
- (f) Fiona Cofield recalled Councilmember Nieuwenhuis' question the previous week about the number of cities studied regarding homeless shelters. She said the City studied 14 cities before the preparation of the due diligence report and seven cities in that report. She said none of the cities use development agreements for permitting shelters. She opined that the Council is listening only to special interest groups, including the faith community and developers. Ms. Cofield said she agreed with the faith community that the development of permanent regulations is taking too long.
- (g) Pamela Johnston said it is important to not confuse two things, the funding of a shelter versus the permitting of a shelter that works for everyone. She cited state law [RCW 60.215] that allows a hotel manager to refuse accommodations to persons whose behavior or actions may constitute a risk to property or other persons. She suggested, if

homelessness is an emergency, using schools, parks, and public facilities to house individuals experiencing homelessness.

- (h) Lara Litov said has been working in the area of homeless services for more than 20 years. She said that everyone wants to help those who are less fortunate, and the purpose of the LUCA is to ensure success for the community and shelter residents. She hopes everyone can work together for the best solutions. She said The Sophia Way is a great program that is very different than a low barrier shelter. She said the Seattle Fire Department's concerns are reflected in its policies regarding the use of bulletproof vests and increasing the number of personnel who respond to incidents in homeless camps. She said residents' concerns are not based on fear. She thanked Councilmembers for their work.
- (i) Stephanie Walter expressed concern regarding continued traffic backups related to the Chick-fil-A restaurant on 116<sup>th</sup> Avenue NE. As a separate comment, she noted that individuals wear seat belts to prevent problems and to keep everyone safe.

#### 4. Public Hearings

- (a) Public Hearing and action on Resolution No. 9433 authorizing execution of documents necessary to release portions of two sewer easements and one water easement, as well as the entirety of one sewer easement and three water easements, all located at 13351 SE 32nd Street (Factoria Recycling Transfer Station), that have been declared surplus to the City's needs and are no longer required for providing continued public utility service; the granting and recording of such partial releases and full releases being deemed in the best interest of the public.

City Manager Brad Miyake introduced discussion regarding Resolution No. 9433 authorizing the release of portions of two sewer easements and one water easement. He noted that a public hearing is required under state law and the city code.

Ira McDaniel, Real Property Manager, said an easement is a permanent right to use private property for a specific purpose (e.g., utilities), and the release of an easement requires the proper written documentation. He said the City typically does not seek compensation if the easement was obtained at no cost or if a replacement easement provides an equivalent or better public value. Mr. McDaniel said the easements addressed in the resolution fall under those criteria, and staff recommends that the Council not require any compensation. The easements are located at the King County transfer station at 13351 SE 32<sup>nd</sup> Street.

Kim Bui, Real Property Agent, noted that King County is in the process of redeveloping its site. As part of that process, the City received a request to release utilities easements on the property. She recalled that the Council declared the easements as surplus on June 4 and set the public hearing for tonight. Staff is requesting Council action on the resolution following the public hearing. Ms. Bui described a map depicting the easements to be released and the replacement easements.

- Councilmember Stokes moved to open the public hearing, and Councilmember Lee seconded the motion.
- The motion carried by a vote of 6-0.

City Clerk Kyle Stannert noted that no one signed up to speak and the Council received no written comments. No one came forward to comment.

- Councilmember Stokes moved to close the public hearing, and Councilmember Nieuwenhuis seconded the motion.
- The motion carried by a vote of 6-0.
- Councilmember Stokes moved to approve Resolution No. 9433, and Councilmember Lee seconded the motion.
- The motion carried by a vote of 6-0.

- (b) Public Hearing and action on Resolution No. 9434 authorizing execution of documents necessary to release a portion of an existing water easement located at 11959 Northup Way that has been declared partially surplus to the City's needs and is no longer required for providing continued public utility service; the granting and recording of such partial release being deemed in the best interest of the public.

Ms. Bui said Resolution No. 9434 authorizes the release of a portion of a water easement located at 11959 Northup Way. The Council declared the portion of the easement as surplus on June 4 and set the public hearing. She described a map depicting the property, existing easement, and proposed replacement easements.

- Councilmember Stokes moved to open the public hearing, and Councilmember Nieuwenhuis seconded the motion.
- The motion carried by a vote of 6-0.

City Clerk Stannert noted that no one signed up to speak and the Council received no written testimony. No one came forward to comment.

- Councilmember Stokes moved to close the public hearing, and Councilmember Nieuwenhuis seconded the motion.
- The motion carried by a vote of 6-0.

Responding to Councilmember Lee, Utilities Development Review Manager Sean Wells said the current development on the site is the Lowe's store. The future development will be the AutoNation BMW dealership.

- Councilmember Stokes moved to approve Resolution No. 9434, and Councilmember Nieuwenhuis seconded the motion.
- The motion carried by a vote of 6-0.

## 5. Study Session Items

### (a) Council Business and New Initiatives

There was no discussion.

### (b) Continued Discussion regarding Initiation of the Neighborhood Area Planning Program

City Manager Brad Miyake recalled the previous Council discussion regarding the initiation of the Neighborhood Area Planning program on May 29, which was followed by a neighborhood forum in June. He said tonight's presentation would address public input as well as questions raised by the Council during the May 29 meeting. Staff is seeking Council direction to move forward with initiating the program proposed at that time. Staff will return within the next couple of months to discuss options for the sequencing of neighborhoods with the Council.

Mac Cummins, Director of the Community Development Department, recalled that staff previously proposed a process and the elements to be included in the neighborhood area planning effort. At that time, the Council concurred that staff should speak with neighborhood leaders about the best way to move forward. The next step of the process will be to identify priorities and criteria to determine which neighborhood plans should be addressed first.

Deborah Munkberg, Senior Planner, said each neighborhood will undergo a one-year planning process, and two neighborhoods will be addressed per year. Staff envisions a collaborative, inclusive public engagement model that engages residents, including those who are not typically involved in community planning.

Ms. Munkberg described the neighborhood leaders forum held on June 12. Key objectives of the neighborhood planning program are to engage youth and schools, conduct broad public outreach, share stories, address barriers to public participation, build on existing community events, and ensure a meaningful use of everyone's time. Participants in the forum identified elements of their neighborhood character including both the built and natural environments; a sense of community; and an appreciation of parks, open space, and trees. They discussed traffic congestion and safety as well as the impacts of growth on neighborhoods.

Participants in the neighborhood forum encouraged the City to provide thorough information at the beginning of the planning process in the form of a kick-off packet. As the Council addresses the sequencing of neighborhood planning efforts, the forum participants suggested the consideration of shared neighborhood boundaries and interests as well as urgent and emerging issues. Ms. Munkberg said there were discussions about possibly combining neighborhoods in

the planning effort to expedite the overall program. However, residents expressed an interest in preserving the unique character of each neighborhood.

Ms. Munkberg noted that the Council's input from the previous discussion and staff's responses are provided in the meeting packet. In the area of public engagement, the Council directed that staff provide an inclusive process, obtain contact information to keep residents informed, include local businesses in the process, and consider cross-neighborhood priorities. Additional topics raised by the Council included the program schedule, the potential to consolidate areas, flexibility to address common issues, and participation by the boards and commissions.

Councilmember Robertson said it would be helpful to know the date that each subarea plan was last updated. She expressed support for initiating the program and said it will be helpful to have a graphic depiction of how the process will move forward. She outlined her understanding of how the process will work, beginning with the selection of the first neighborhoods. Staff will lead the public engagement and report on the community input to the Council. The Council will provide direction and perhaps establish guiding principles before forwarding the information to the Planning Commission to write the subarea plans with staff, hold a public hearing, and develop a recommendation for the Council. The Council will ultimately adopt the neighborhood subarea plans in the Comprehensive Plan.

Mr. Cummins said that description is consistent with staff's plans. The drafting of a subarea plan will occur over a nine-month period before the public hearing is held. Ms. Munkberg said staff will draft the neighborhood plans based on input from residents and businesses, and the Planning Commission will review the draft plans and hold the public hearings.

Ms. Robertson suggested extensive public education at the beginning of the planning process regarding neighborhood plans, their impact on development, and why they matter.

Councilmember Zahn expressed support for moving forward and noted that she participated in the neighborhood leaders forum. She recalled that all of the 17 groups identified trees and pedestrian amenities as key priorities.

Councilmember Lee said this is a great opportunity to develop a collective citywide vision for neighborhoods. He expressed support for the proposed process and for the objective of obtaining comprehensive feedback from the community. He concurred with Councilmember Robertson's comments about the importance of providing thorough information for residents at the beginning of the planning process. Mr. Lee said it is important to get people excited and involved.

Councilmember Nieuwenhuis expressed support for extensive outreach and interaction with the public. He suggested aligning outreach activities with existing neighborhood events and encouraged staff to take walks with residents in their neighborhoods. He requested a review of the program after the first year to evaluate the lessons learned and potential areas for improvement. Mr. Nieuwenhuis said it would be great if the program could work through more than two neighborhoods per year.

Councilmember Stokes said he looks forward to moving forward. He said he appreciated staff's responses in the meeting packet to the Council's previous questions and comments. He noted that, while every neighborhood is different, there are many common features and interests as well. He thanked staff for their work.

Deputy Mayor Robinson expressed support for moving forward, noting that it has been nearly 30 years since the subarea plans were updated. She summarized the Council's comments to: 1) illustrate, explain and track the progress for the public to understand; 2) explain the history, value and impact of neighborhood area plans to the public; 3) listen to feedback citywide when addressing specific neighborhoods; 4) align outreach with in-person events; and 5) review the program with the Council following the first year.

City Manager Miyake said staff would return to discuss neighborhood sequencing.

(c) Update on Bellevue Smart Plan Accomplishments

City Manager Miyake recalled that the Council endorsed the Smart City vision in 2014 and approved the Smart City strategy for the 2017-2018 budget. The Bellevue Smart plan was approved in 2017. He noted that staff provided an update on Smart City transportation elements since that time. However, tonight's agenda item provides an overall plan update.

Sabra Schneider, Chief Information Officer, said the City defines smart cities in the plan as the internet of things and devices that produce data and can be analyzed to inform decisions, improve services, and optimize operations. Bellevue's Smart City elements are: 1) connectivity, 2) water, 3) transportation, 4) buildings, 5) public safety, and 6) energy.

Chelo Picardal, Chief Technology Officer, said the principle strategies across all of the Smart City elements are to: 1) focus on proactive and adaptive approach, 2) drive with data, 3) pursue partnerships, and 4) leverage regional relationships. She highlighted the status of items in the Bellevue Smart plan including the expansion of public Wi-Fi within the Downtown, community centers, Boys and Girls Club facilities, parks, and the Spiritwood Manor and Highland Village apartment complexes. She noted the role of expanded Wi-Fi in serving the entire community, including lower income areas that might not otherwise have internet access. She said the implementation of Wi-Fi throughout the community is made possible by the transportation fiber optic network that was deployed many years ago.

Chris Long, Traffic Engineering Manager, highlighted additional items in the Bellevue Smart plan including the Intelligent Transportation System (i.e., traffic signal performance monitoring, streetlight management, and parking management) and public safety integrated electronic patient care. The City piloted two LED streetlight management programs in Bellevue, and Puget Sound Energy (PSE) has piloted four streetlight projects. When LED lights are fully implemented throughout Bellevue, staff will no longer need to physically conduct routine night checks of streetlights. Mr. Long said the City is pursuing a grant to evaluate curbside monitoring and the efficient use of delivery zones.

Mr. Long said the electronic patient care program involves regional mobile patient information sharing with hospitals as well as data collection linking emergency medical personnel, doctors,



and follow-up care. The approach is a valuable training tool that not only informs doctors but public safety personnel can learn from the diagnosis and handling of specific incidents.

Andrew Lee, Utilities Deputy Director, said a vendor has been selected for the smart water meter project. Staff will provide an update to the Council this fall. The City is launching a pilot project this summer to implement predictive operations at storm water ponds. Additional initiatives include predictive analytics of pipeline failures through machine learning as well as long-term planning for real-time operational controls through the Supervisory Control and Data Acquisition (SCADA) master plan.

Mr. Lee said 27 municipal buildings with more than 5,000 square feet have been benchmarked for energy use intensity, and the City is developing a voluntary program to help commercial buildings increase their energy efficiency through smart building practices. He said Bellevue's municipal buildings are outperforming the City of Seattle's facilities in energy efficiency. Mr. Lee said Puget Sound Energy recently began its deployment of smart electric and gas meters. The City participates in PSE's Green Direct program, which allows the purchase of green power for select municipal facilities and provides greater certainty in the cost of that power compared to traditional sources. He said the City is completing a U.S. Department of Energy grant-funded study to analyze the drivers of changes in greenhouse gas emissions.

Ms. Schneider said the implementation of the Bellevue Smart plan is in the first of three phases. Phase 1 involves investing in foundational systems, Phase 2 is integrating for efficiencies, and Phase 3 is achieving proactive, adaptive, and interoperable capabilities. She said the Council will be asked in the fall to consider policy issues regarding smart mobility, small cell technology, and the implementation of AMI (advanced metering infrastructure) for water meters.

Councilmember Zahn commended staff on their extensive work including proactive planning, pilot programs, partnerships, and leveraging grants. She expressed support for addressing the digital divide by providing public Wi-Fi access. She noted the importance of asset management in being able to take proactive steps before infrastructure fails.

Councilmember Lee thanked staff for their work and noted that Bellevue is in the center of technology employers. He expressed support for the proactive and adaptive strategies. He noted that a company is installing fiber infrastructure for Somerset Elementary School. He suggested exploring whether there is an opportunity for the neighborhood to benefit as well.

Councilmember Nieuwenhuis thanked staff for the presentation and said that the smart use of data will result in a smarter running city. As the liaison to the Environmental Services Commission, he expressed support for the AMI project. He said that better technology produces better decisions. He would like to be able to expedite the implementation of small cell infrastructure.

Councilmember Stokes said it is exciting to see staff from multiple departments working together to integrate so many aspects of the City's operations. He said that many of the projects and priorities have been discussed for some time, and he is pleased to see the progress in implementing the Bellevue Smart plan.

Deputy Mayor Robinson said she is pleased with the digital equity aspect of implementing a fiber network for public buildings, outdoor spaces, and neighborhoods that might not otherwise have internet service. She is proud of the video analytics project and the smart water meter program. She questioned whether the City could retrofit some of its older buildings, perhaps through a partnership with Puget Sound Energy. She noted that the City has been installing T-coils in public buildings to serve individuals with hearing loss. With the aging population, she suggested integrating that initiative into the Bellevue Smart program.

Councilmember Robertson said it is nice to see the smart city vision moving forward. Referring to improvements in traffic signals, she noted there are some corridors where the signals are too sensitive to cross-traffic (e.g., Richards Road), resulting in more frequent red lights. She recalled that older traffic signals were typically synched to enable a car to travel a major corridor through a series of green lights.

Ms. Robertson said she is on the King County Emergency Medical Services (EMS) Levy Committee. She said Bellevue and the region are leaders in implementing the integrated electronic patient care program, which she anticipates will expand throughout the county following the next EMS levy. She sees the benefit of the smart city approach as making lives better and improving government efficiency. Ms. Robertson said she would like more information, as programs are implemented, regarding privacy and the security of the systems and the data. As an example of concerns, she noted that some of the new smart cars can be hacked.

Responding to Councilmember Robertson, Ms. Schneider said she will follow up with information about whether the fire facilities undergoing renovations will be retrofitted with technology to enhance efficiencies.

Responding to Councilmember Zahn, Ms. Schneider said she will explore the extent to which the Bellevue Smart projects align with the King County-Cities Climate Collaboration (K4C) objectives. Ms. Zahn encouraged research into the potential for adding data to the ADA (Americans with Disabilities Act) access maps that would provide helpful information on specific features of pedestrian amenities (e.g., inclines).

At 8:10 p.m., Deputy Mayor Robinson declared a short break. The meeting resumed at 8:22 p.m.

(d) Transportation Commission's 2019-2030 Transportation Facilities Plan (TFP)

City Manager Miyake introduced discussion regarding the 2019-2030 Transportation Facilities Plan (TFP). He said staff will be seeking Council direction following the presentation and discussion. He said the TFP is updated every 2-3 years, and the Council last reviewed it on December 7, 2015, when the 2016-2027 TFP was adopted. The Transportation Commission and staff began its review of the TFP last fall.

Mike Ingram, Senior Transportation Planner, said the Transportation Facilities Plan (TFP) provides the first level of citywide project prioritization to identify projects for later funding in the Capital Investment Program (CIP) Plan. The periodic update of the plan includes an environmental review to evaluate the impacts of growth on the transportation system and other

aspects of the environment. He noted that the capacity projects in the TFP form the basis of the transportation impact fee program.

Mr. Ingram presented the TFP update timeline. Following the Council's review of the preliminary TFP project list, a programmatic environmental review will be conducted under the State Environmental Policy Act (SEPA) and the impact fee program will be reviewed. The Transportation Commission will review the plan throughout 2018 and formulate a recommended TFP for consideration by the Council. The Council's review and adoption of the TFP and impact fee program updates is slated for late 2018 or early 2019. The TFP revenue forecast includes the following sources: General CIP funding; transportation-dedicated revenues; the Neighborhood Safety, Connectivity and Congestion Levy; impact fees and developer contributions; and grants and outside agency contributions. Revenues totaling \$432 million are projected for the 2019-2030 TFP. Mr. Ingram noted that \$140 million in unconstrained revenue is available for TFP programming.

Lei Wu, Chair of the Transportation Commission, described the project identification and evaluation process. Candidate projects were identified through the current 2016-2027 TFP, Comprehensive Plan transportation project list, transportation levy neighborhood congestion reduction projects, and emerging needs and opportunities identified by staff and/or through the public process. The Commission identified safety as the highest priority criteria, with equal consideration for all travel modes and the ability to leverage outside funding sources as additional criteria. Other considerations included the City's investment in projects to date and the opportunity to coordinate with other parties.

Ms. Wu summarized the related public outreach activities including three open house events, a TFP online survey, TFP online interactive project map, City budget survey, and 11 Transportation Commission meetings to discuss the TFP and priorities.

The preliminary project list of 50 projects is divided into four categories: 10 projects fully funded in the 2017-2023 CIP Plan, 17 additional high priority projects, 13 projects to be implemented in conjunction with other projects, and 10 pedestrian-bike projects carried over from the current TFP. Fully funded projects include Spring Boulevard and the Newport Way roadway and bike lane enhancements. Additional priority projects include the Bellevue Way SE HOV lane, West Lake Sammamish Parkway project, and five neighborhood transportation levy projects. Projects to be completed in conjunction with other projects are six Downtown impact fee projects, two developer-related projects, and five projects associated with freeway access. The freeway access projects include the roundabout at Coal Creek Parkway and 124<sup>th</sup> Avenue NE at SR 520.

Ms. Wu said that some projects are not funded and are held in reserve for prioritization through other initiatives. Those include the Ped-Bike Implementation Initiative Reserve (\$21.7 million), Neighborhood Congestion Reduction Levy Reserve (\$15.6 million), and the Transit Master Plan-Metro Connects Reserve (\$4 million). The latter provides the opportunity to link with a new Metro funding source. Ms. Wu said 10 ped-bike projects are carried over from the current TFP.

TFP-158, the SE 16<sup>th</sup> Street bike lanes and sidewalk project, is not included in the Transportation Commission's project list. The commission received extensive public input regarding the project reflecting a mix of residents in favor and opposed to the project. Ms. Wu said the commission does not recommend the project but it has not been removed from the TFP at this time.

Mr. Ingram said the Council received a memo in June, which is included in tonight's meeting packet, after concerns were raised by the public regarding TFP-158. He said there are sidewalk segments on SE 16<sup>th</sup> Street between 156<sup>th</sup> Avenue SE and 148<sup>th</sup> Avenue SE. However, there are no bike lanes and a portion of the corridor does not have sidewalks. Mr. Ingram said staff views TFP-158 as a strong project that meets the selection criteria, and recommends including it in the updated TFP.

Councilmember Lee, liaison to the Transportation Commission, thanked Chair Wu and the commissioners for their work. He recognized Vic Bishop and Todd Woosley, the outgoing Chair and Vice Chair of the commission, for their service. He thanked staff for their support and for facilitating the commission's work.

Mr. Lee questioned whether there are sufficient revenues to keep pace with growth-related transportation demands. He said some of the commissioners are concerned that total funding is not increasing. He expressed concern that ped-bike projects not take funding from other projects. Chair Wu said there was disagreement on the commission for only one of the 50 projects. She said there was discussion about reassigning funding between certain ped-bike and street projects.

Responding to Deputy Mayor Robinson, Ms. Wu said the Transportation Commission voted 4-2 in support of the project list. One commissioner was absent for the vote.

Mr. Ingram noted that the environmental analysis will study the transportation system and the extent to which the TFP package will continue to support the adopted level of service (LOS) standards.

Responding to Councilmember Nieuwenhuis, Ms. Wu said the evaluation criteria focus on safety, equal weight to all travel modes, and leveraging outside grant funding. The commission placed 30 percent of the weight on safety. Mr. Ingram noted that additional considerations included cost, public support for a project, and timing/urgency.

In further response to Mr. Nieuwenhuis, Ms. Wu said the commission heard more opposition than support of the SE 16<sup>th</sup> Street project. However, the basis for the opposition was unclear. Mr. Ingram said the City's project is not connected to Puget Sound Energy's transmission line project. He noted that PSE previously determined it would wait for the City to complete its project before moving forward with the transmission line project in order to minimize the disruption to the neighborhood and to achieve efficiencies.

Councilmember Stokes thanked staff and the Transportation Commission for their work. With the area's growth and the demand for transportation projects, it is difficult to know definitively where the City will go with this. He encouraged a continued forward focus to anticipate and implement the appropriate projects. He noted that the SE 16<sup>th</sup> Street project advances the City's ped-bike objectives.

Responding to Deputy Mayor Robinson, Mr. Ingram confirmed that the Newport Way project is beyond the scope of the neighborhood transportation levy because it is large and expensive. Ms. Robinson said the project was the inspiration for considering a levy to provide additional needed projects. She would like to see a sidewalk completed as soon as possible. Ms. Robinson expressed support for the SE 16<sup>th</sup> Street ped-bike project, which will be part of the Lake-to-Lake Trail.

Responding to Councilmember Robertson, Transportation Director Dave Berg said the Newport Way project is fully funded for construction in 2019. Ms. Robertson recalled that the levy package was based on the capacity for construction activity on an annual basis.

Ms. Robertson observed that two Eastgate transportation projects (TFP-195 and TFP-246) are recommended for full funding. She recalled previous discussion about delaying the project on SE 37<sup>th</sup> Street due to a Washington State Department of Transportation (WSDOT) project. Mr. Berg confirmed her understanding regarding WSDOT's project. He said it might be possible to reduce the scope of the City's project based on that work.

Referring to the SE 16<sup>th</sup> Street sidewalk and bike lane project, Councilmember Robertson expressed an interest in understanding the objections of some residents to the project. Mr. Ingram said PSE may move forward with its project separately from the City's project. In further response, Mr. Ingram said it might be necessary to complete a SEPA analysis addendum if the project is removed from the TFP now and added back later. Ms. Robertson said that, if the Council chooses to keep the project in the TFP, she would like to know how many bus stops are on that route. She said sidewalks are important for the safety of children walking to school. She would prefer to keep the project in the TFP now, with additional information to come forward when Council action is taken on the TFP update.

Responding to Councilmember Robertson regarding the Coal Creek Parkway roundabout project, Mr. Ingram said the City has a record of facilitating the development and advancement of highway-related projects within our interests. He said the NE 10<sup>th</sup> Street crossing was not on WSDOT's list of projects. However, City projects can spur WSDOT to support certain projects. Mr. Ingram said the City anticipates it will be able to secure grant funding toward the project.

Ms. Robertson noted that the Eastside Rail Corridor (ERC) project is in the TFP to fund pedestrian and bike improvements. Since the City does not own the property, she hopes King County will use a portion of the money it receives from Bellevue taxpayers to complete the project. Mr. Ingram said King County is already spending a significant amount of money on the ERC in Bellevue, and the project is in the full design phase. Mr. Ingram said additional money will become available when WSDOT completes its I-405 Renton to Bellevue project.

Councilmember Robertson referred to TFP-251, which is a 10-14 foot bike lane and off-street path on the west side of Coal Creek Parkway from I-90 to the city limits. She said a developer owns a parcel along the road. However, she feels development is not feasible due to the topography, especially in the portion near I-90. Mr. Ingram said that project was in the long-range ped-bike plan. However, it scored well in the TFP evaluation process and could potentially

be built. Councilmember Robertson said she would like to have the opportunity to remove or modify the project before the Council takes action on the TFP. She requested more information before the next discussion. She opined that it is unfair to have a project in the TFP that relies on a private party to complete a part of the project that might not be feasible. She said the City is not likely to complete its portion of the project for at least 15 years.

Responding to Ms. Robertson, Chair Wu said the Transportation Commission did not discuss geographic equity in selecting TFP projects. Ms. Robertson said there are three capacity projects south of Main Street and 11 capacity projects north of Main Street. Mr. Ingram commented that staff and the commission considered the issue. However, the approach was to take a holistic look at the overall community. Ms. Robertson suggested that the Council consider geographic equity when it evaluates the recommended project list.

Councilmember Zahn noted that she formerly served on the Transportation Commission and she thanked the commissioners for their work. She said transportation projects can take a long time and she appreciates the reserves for the ped-bike projects and Metro Connects improvements.

Ms. Zahn recalled past testimony to the Transportation Commission requesting safety improvements on Bellevue Way in the Northtowne area. Mr. Ingram said it was determined that a small project could be pursued through a different process (e.g., neighborhood planning process or levy package).

Responding to Ms. Zahn, Mr. Ingram said WSDOT communicated to the City that it does not have funding in its current budget for the Coal Creek Parkway roundabout project. In further response, Ms. Wu said the Bellevue Way SE HOV lane project is in the TFP. Mr. Ingram noted that the commission recommended keeping the full project in the TFP and funding the first phase in the CIP Plan.

Councilmember Zahn suggested that the City consider additional public outreach regarding the SE 16<sup>th</sup> Street ped-bike project.

Deputy Mayor Robinson summarized that Councilmember Lee would like more data on the transportation revenues versus project costs. Councilmembers Robertson and Zahn would like more information on the SE 16<sup>th</sup> Street project prior to the adoption of the TFP update. Ms. Robertson would like more information on the Coal Creek Parkway projects. Councilmember Zahn would like to see the City's intergovernmental relations staff work more closely with WSDOT to achieve funding for joint projects.

→ Councilmember Stokes moved to approve Option 2 outlined in the agenda memo to direct the Transportation Commission and staff to proceed with the TFP process, including the environmental analysis, and to retain the SE 16<sup>th</sup> Street project, TFP-158, in the TFP project list. Councilmember Robertson seconded the motion.

→ The motion carried by a vote of 6-0.

6. Council Discussion of Upcoming Items

- (a) Homeless Services Uses Land Use Code Amendment (LUCA)  
*[Information only; the Council will resume discussion on July 16.]*

Deputy Mayor Robinson noted two items in the meeting packet related to the Homeless Services Uses Land Use Code Amendment (LUCA), in preparation for continued discussion on July 16: 1) draft language related to proposed amendment 11, and 2) updated Land Use Code language reflecting amendments approved during the June 25 meeting.

At 9:42 p.m., Deputy Mayor Robinson declared the meeting adjourned.

Kyle Stannert, CMC  
City Clerk

/kaw