

**City of
Bellevue**



MANAGEMENT BRIEF

Date: June 4, 2018

To: Bellevue City Council

FROM: Mike Brennan, Director, 452-4113
Development Services Department
Dave Berg, P.E., Director, 452-6468
Transportation Department

SUBJECT: Interrelationship between Puget Sound Energy and City Non-Motorized Improvement plans on SE 16th Street - 148th Ave SE and 156th Ave SE

Copy: Bellevue Transportation Commission

A question was raised at the May 21th Council Meeting regarding whether there was a dependency between the Puget Sound Energy (PSE) SE 16th Street segment of the proposed Lake Hills to Phantom Lake Transmission Line, and the City's Non-Motorized Improvement plans on SE 16th Street between 148th Ave SE and 156th Ave SE. The permit decision for PSE's powerline project does not require construction of the city's improvements along SE 16th Street in combination with, or prior to PSE's powerline project. These projects can advance independently, however, coordination between the City and PSE has occurred in project design development to reduce disruptions and associated costs. The Council will find a more detailed response to the question and background information about the projects in the discussion that follows.

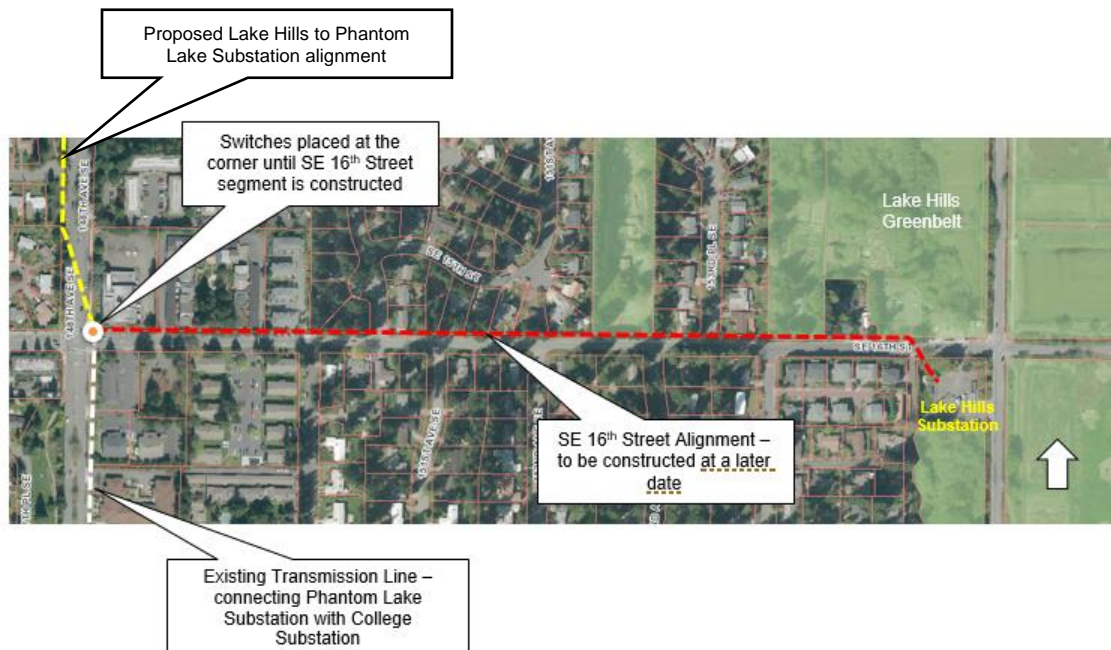
SE 16th Street Segment - Background:

The SE 16th Street segment of the proposed and approved Puget Sound Energy (PSE) Lake Hills to Phantom Lake Transmission Line is unique in that there is already an existing PSE transmission line running along the north side of SE 16th Street, which connects the Phantom Lake Substation to the Bellevue College Substation at 14470 SE 24th Street. The transmission poles also carry distribution lines. The residents along this segment of the alignment were concerned about the additional impacts of tree removal and visual clutter associated with having transmission lines on both sides of a residential street.

It has been determined through City review (Conditional Use process and SEPA (State Environmental Policy Act) review) that the impacts resulting from running two separate transmission lines through this residential neighborhood on both sides of the street could

not be mitigated through the application of City codes or through landscape mitigation proposed on the remainder of the alignment. Therefore, through the Mitigated

Determination of Non-Significance (DNS) process and the substantive SEPA authority in BCC 22.02.140, PSE will not be allowed to run a second line along the south side of the street and this restriction was imposed via Conditions of Approval. Possible ways to accommodate the second line would be to co-locate the new line with the existing transmission and distribution lines on the north side of the street or to underground the line along the north side of the street. The exact methodology for providing the second line will be reviewed first as a Land Use Exemption to this Conditional Use approval and then under the construction permits for this segment of the alignment. Until the second line to the Phantom Lake station is installed along SE 16th Street, PSE proposes to install two pole-mounted switches at the northeast corner of 148th Avenue SE and SE 16th Street. The switches will allow PSE to change the flow of power to the Phantom Lake substation from the north or the south (from either the Lake Hills or College Substations). This interim plan allows PSE to improve reliability for all customers in the area, although the full reliability benefits to the Phantom Lake Substation will not be realized until the second line on the SE 16th Street segment is constructed.



Conditions of Approval:

The following two Conditions from the Hearing Examiner's Recommendation to Council, dated December 19, 2014, provide direction regarding the SE 16th Street segment:

1. Alignment on SE 16th Street

AUTHORITY: SEPA – WAC 197-11-350, BCC 22.02.035, LUC 20.30.B.175

PSE will not be allowed to run a separate new transmission line down the south side of SE 16th Street. Nor will PSE be allowed to remove trees from this side of the street for this new line. Possible ways to accommodate the second line

include but are not limited to co-location of the new line with the existing transmission on the north side of the street or to undergrounding the line in a manner that does not require removal of trees along the south side of the street.

The exact methodology for providing the second line and the design of this section of the alignment will be reviewed as a Land Use Exemption to this Conditional Use approval.

2. Development Agreement for SE 16th Street Alignment Vesting

AUTHORITY: SEPA - WAC 197-11-350, BCC 22.02.035,
Comprehensive Plan Policies UT-43, 51, 53, 71, and 74

In order to extend the vested status of the alignment of SE 16th Street until the City undertakes its Transportation Improvement Project, PSE will need to enter into a Development Agreement with the City of Bellevue. Any development agreement will need to demonstrate public benefit – which in this case will be the co-location of transmission lines, added reliability to the adjacent neighborhoods, and the coordination between the City and PSE regarding streetscape improvements and pole location, as well as location of required mitigation landscaping.

The Hearing Examiner did not condition, nor recommend, that PSE defer this segment in order to coordinate with the City's proposed Transportation project. The Conditions were in place to ensure that the line would not run down the southern side of the street and they put in place the process to review the final design once PSE decided to move forward with this segment.

During the City review of PSE's Conditional Use application, the City of Bellevue identified a Transportation Improvement Project (TIP) that is planned to take place on SE 16th Street, between 148th and 156th Avenues SE. This planned work is expected to include the addition of curbs and gutters, sidewalks, bike lanes and new landscaping. No specific construction date and/or funding have yet been identified. PSE decided to defer final design and construction of the half-mile segment of the Transmission Line along SE 16th Street between 148th Avenue SE and the Phantom Lake substation with the intent of coordinating the design of the Transmission Line work with the City and to undertake construction concurrently with the planned road and streetscape improvements. At this time, PSE has not determined when they will construct this segment of the Transmission Line.

However, the decision to wait to design the SE 16th Street segment until Transportation improvements were designed and installed was made solely by PSE and was not a condition imposed by the City or the Hearing Examiner during the Conditional Use review. The Conditional Use Permit in no way requires PSE to wait for the City to proceed with the planned street improvements before applying for the necessary Land Use Exemption and construction permits to construct its second transmission line along the corridor.

If there are additional questions or clarification sought regarding the review and permitting history of the PSE SE 16th Street second transmission line project, please

contact Sally Nichols – Senior Planner, Development Services Department, 452-2727 (snichols@bellevuewa.gov).

Planned Non-Motorized Improvements to SE 16th Street – 148th to 156th Avenues SE

Pedestrian and Bicycle Transportation Plan

Sidewalks and bicycle lanes on both sides of SE 16th Street were recommendations of the East Bellevue Transportation Study, completed in 1992. These recommended improvements were also included in Bellevue’s original Pedestrian and Bicycle Transportation Plan, adopted in May 1993. The planned improvements have been continued in all subsequent updates to the Pedestrian and Bicycle Transportation Plan – most recently adopted in 2009.

- Project No. S-346 – Add 6-foot sidewalk and 4-foot planter both sides, where missing;
- Project No. B-141 – Add 5-foot bike lanes both sides;
- The project location is also a segment of the “Lake-to-Lake Trail” (Priority Bicycle Corridor EW-3);

Neighborhood Enhancement Program

A segment of the corridor, between 154th and 156th Avenues SE, was nominated and voted the top desired neighborhood enhancement project by area residents through the Neighborhood Enhancement Program (NEP) in the 2002 timeframe. This segment of separated sidewalk was constructed by 2004. Additional segments of sidewalk were nominated in subsequent NEP project cycles, but were not eligible for consideration due to program funding limitations. By that time, the project had also become listed within the City’s Transportation Facilities Plan (TFP).

Transportation Facilities Plan

The project was originally added to the financially constrained TFP in July 2004 (TFP Project No. 158) with a “placeholder” funding allocation intended to represent the cost of project pre-design. The project was also identified as a priority to the larger neighborhood through the West Lake Hills Neighborhood Investment Strategy process in the 2004 timeframe. Subsequent TFP updates have included TFP-158, including with a full implementation allocation in the 2009-2020 TFP.

In the current 2016-2027 TFP, TFP Project No. 158 is included among a subset of pedestrian and bicycle priority projects without specific funding allocations. This edition of the TFP includes a “Pedestrian and Bicycle Implementation Reserve”. The concept behind this reserve is that the funding may be allocated to priority projects identified through a parallel process called the Pedestrian and Bicycle Implementation Initiative (PBII).

Capital Investment Program

The SE 16th Street project was proposed and originally adopted into the city’s 2013-2019 Capital Investment Program (CIP) Plan, CIP Plan No. PW-W/B-82 – SE 16th Street-148th

Avenue SE to 156th Avenue SE. The adopted Project Description and Scope from that CIP Plan is reprinted below:

This project will complete 60% design plans for the addition of five-foot bike lanes, curb, gutter, four or five-foot planter strips, and six foot sidewalks, where missing, on both sides of SE 16th Street between 148th Avenue SE and 156th Avenue SE. Plans at this design level will provide adequate information for Puget Sound Energy to install planned new electricity transmission system poles along the SE 16th Street corridor without conflict to the future roadway improvements.

The identified and funded scope of the project was completed by Transportation Department staff by 2015. There have been no additional proposals by staff or capital allocations by Council to further advance the implementation of the project in the CIP updates since. Nor is staff proposing further allocation of capital resources in this year's CIP update process.

If there are additional questions or clarification sought regarding the planning and implementation history of the SE 16th Street project, please contact Eric Miller – Implementation Planning Manager, Transportation Department, 452-6146 (emiller@bellevuewa.gov).

Attachment

A. Map

