

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Extended Study Session

October 24, 2016
6:00 p.m.

Conference Room 1E-113
Bellevue, Washington

PRESENT: Mayor Stokes, Deputy Mayor Chelminiak, and Councilmembers Lee, Robertson, Robinson, Slatter¹, and Wallace

ABSENT: None.

1. Executive Session

The meeting was called to order at 6:11 p.m., with Mayor Stokes presiding.

2. Approval of Agenda

- Deputy Mayor Chelminiak moved to approve the agenda, and Councilmember Robinson seconded the motion.
- The motion to approve the agenda carried by a vote of 5-0 [*with Councilmembers Robertson and Wallace temporarily away from the table*].

3. Oral Communications

- (a) Tom Banasky expressed concerns regarding nuisance RVs and cars parked in the neighborhood. He said there are 30-40 posts on www.MyNeighborhood.com regarding one large RV, which is parked on the street for several days in a row on a rotating basis. He said the City's Code Enforcement staff told him that residents may park up to three days in their yard to load an RV. He said the occupants are living in the RVs and cars. Mr. Banasky thanked the Council for their public service. He submitted a page printed from the www.Nextdoor.com web site that was given to him by a neighbor.

Mayor Stokes said the Deputy City Manager would follow up regarding the issue.

¹ Councilmember Slatter left the meeting at approximately 8:05 p.m.

- (b) Ben Mathew expressed concern regarding the City's decision to take several homes to build Fire Station 10. He said the station should be located in a non-residential area. He believes the City prefers to take residential lots because they are less expensive. While his house is not one of the houses to be acquired by the City, he is concerned about what could happen in the future. He said residents should not have to worry about having their homes taken by the City. Mr. Mathew opined that the City would not choose a site that involved taking more expensive homes, and therefore the burden falls on residents with lower prices homes. He urged the City to reconsider the decision for the location of Fire Station 10.
- (c) Alex Zimmerman expressed concern that the Council and City Manager will not engage in conversations with residents during meetings.

4. Study Session

(a) Council Business and New Initiatives

Mayor Stokes introduced the appointment of 15 individuals to serve on the Wilburton Commercial Area Citizen Advisory Committee (CAC), which includes five members of the City's Boards and Commissions, five residents, and additional representatives from stakeholder groups. He requested Council approval of the proposed committee members, noting that representatives for the Bellevue Chamber of Commerce and the Bellevue Downtown Association have not yet been confirmed.

- Deputy Mayor Chelminiak moved to establish the Wilburton Commercial Area Citizen Advisory Committee (CAC) and to confirm the proposed slate of members. Councilmember Robinson seconded the motion.

Councilmember Wallace questioned whether anyone contacted the gentleman who spoke the previous week during oral communications, requesting more neighborhood representatives on the CAC. Mayor Stokes confirmed that the resident is on the CAC.

- The motion carried by a vote of 7-0, and the following CAC members were confirmed:

Planning Commission - Jeremy Barksdale (Co-Chair)
 Transportation Commission - Lei Wu (Co-Chair)
 Arts Commission - Maria Lau Hui
 Parks and Community Services Board - Debra Kumar
 Human Services Commission - James McEachran
 Bellevue Chamber of Commerce - TBD
 Bellevue Downtown Association - TBD
 Institutional Representative - Jonathan Duarte
 Business Representative - Alison Washburn
 Resident - Real Estate - Don Weintraub
 Resident - Impacted Area - Joan Griswold
 Resident - Impacted Area - Daniel Renn

Resident – Impacted Area - Jay Hamlin
Resident – At Large - Sarah Chong
Resident – At Large - Andrew Pardoe

(b) Regional Issues

Deputy City Manager Kate Berens introduced presentations regarding the Cascade Water Alliance Teacher Fellows Program and the Eastside Rail Corridor project.

(1) Cascade Water Alliance Teacher Fellows Update

Joyce Nichols, Director of Intergovernmental Relations, said the Cascade Water Alliance Teacher Fellows Program is consistent with the Council's priorities of regional partnerships.

Mike Brent, Cascade Water Alliance, introduced Peter Donaldson of the Sustainability Ambassadors program.

Mr. Donaldson introduced two teachers participating in the pilot 2016-2017 Teacher Fellows Program: Maile Morgan, Chinook Middle School, and Tamara Truax, International School. The purpose of the program is to support the Teacher Fellows in their efforts related to water resources education and creating community impact. All seven middle schools in the Bellevue School District are participating in the program, which involves 22 teachers and 1,300 students. Desired outcomes are to align education standards and water resource management goals and to embed the education into the schools' curriculum. Mr. Donaldson said Cascade Water Alliance hopes to expand the program to other school districts in the future.

Ms. Morgan described the teachers' objective to apply academic studies to produce positive impacts in the community. The World Water Challenge was initiated for the 7th grade curriculum to focus on learning about the water supply, wastewater treatment, and stormwater management.

Ms. Truax said the program begins with a pre-test at the beginning of the year to identify topics for further inquiry and research. Throughout the year, students build an online encyclopedia of the information to solve water problems.

Ms. Morgan said students learn about water management strategies and specific actions they can take in their own homes to manage water resources. The program teaches youth a case study about the impact of the lack of water on a community in Sub-Saharan Africa. Additional case studies address wastewater systems in India and stormwater management in China.

Ms. Truax said World Water Day is celebrated on March 22, which involves students publishing their own articles and participating in panel discussions. Ms. Truax said students take a pledge to choose specific actions and to educate their families.

Mr. Brent said the selection of two Cascade Water Alliance Teacher Fellows led to the adoption of the program by the Bellevue School District for all 7th graders. He said a Water Systems Symposium is scheduled for November 5 in Kirkland.

Mr. Brent thanked Mayor Stokes, who serves on the Cascade Board of Directors, for his support of the program.

(2) Eastside Rail Corridor

Ms. Nichols introduced discussion of the Eastside Rail Corridor (ERC), which extends from Renton, through Woodinville, to Snohomish County. A number of partners are working to create a multi-modal corridor along the rail line. Ms. Nichols said the ERC Interest Statement adopted by the Council in 2013 is provided in the desk packet, along with revisions proposed by staff.

Mike Ingram, Transportation Senior Planner, said King County owns most of the corridor, and Sound Transit owns the segment from NE 6th Street in Bellevue to SR 520. The corridor is encumbered by the following easements: 1) trail (King County), 2) utility (Puget Sound Energy), 3) utility (King County Sewer), and 4) high-capacity transit (Sound Transit). Mr. Ingram noted that the corridor is rail-banked, meaning it could revert to freight rail at some point.

Mr. Ingram said King County will remove the rails through Bellevue's segment of the corridor next year. The County will construct an interim trail for the first mile of the corridor from Kirkland to Northup Way in Bellevue, consistent with the Cross Kirkland Corridor's standards. Mr. Ingram said the East Link memorandum of understanding (MOU) between the City and Sound Transit indicates that Sound Transit will complete additional trail segments in Bellevue.

Mr. Ingram said Bellevue, King County and Sound Transit are working together on design concepts for the NE 8th Street over-crossing. Public outreach is slated to begin early next year.

Councilmember Robertson questioned whether the over-crossing would provide shared access to the light rail station. Mr. Ingram said that, on the north side of NE 8th Street, all users will drop to the surface level whether they are proceeding north on the trail or accessing the light rail station. Responding to Ms. Robertson, Mr. Ingram confirmed that rail users will have to go down before going back up to the light rail platforms. He said there will be one bridge over NE 8th Street.

Camron Parker, Parks Senior Planner, described the link between the ERC and the Grand Connection, which ultimately leads to Meydenbauer Bay Park. The Wilburton Trestle is on the rail corridor south of the Grand Connection, and there is interest in placing the trail on top of the trestle. The Puget Sound Regional Council (PSRC) and Group Health have each committed to providing \$500,000 for development of the trestle trail. Additional funding by the City, County and State is pending budget approval.

Mr. Parker described a plan to fill the gap left by the removal of the Wilburton Tunnel. The City, King County, and the Washington State Department of Transportation (WSDOT) propose a 35-foot span across I-405 with a trail and landscape buffers.

Responding to Councilmember Slatter, Mr. Parker said that option was chosen over a 16-foot width crossing. Mr. Parker said the project is fully funded in the WSDOT Renton-to-Bellevue project for I-405.

Continuing, Mr. Ingram described the ERC's intersection with I-90 and the Mountain to Sound Greenway trail. King County is currently working with the City and the Mountains to Sound Greenway to review options for providing connections.

Mr. Ingram said the ERC south of Coal Creek Parkway runs between I-405 and Lake Washington. Part or all of that trail corridor is anticipated to be paved as part of WSDOT's I-405 Renton-to-Bellevue project.

Kate March, Transportation Policy Advisor, said Bellevue is not an owner of the ERC and has not had a seat on the ERC Regional Advisory Council. However, City representatives have participated in the Council's discussions. On September 9, the Regional Advisory Council expanded its membership to non-owner jurisdictions along the rail corridor, including Bellevue, Renton and Woodinville. Ms. March said the Eastside Greenway Alliance is leading the way in fundraising efforts for the corridor. Ms. March said the Regional Advisory Council will meet on November 30 to solidify the path forward.

Ms. March noted the Council's July 2013 ERC Interest Statement in the desk packet. Staff's proposed revisions focus on the implementation of multiple uses; coordination with other projects including the Grand Connection and East Link light rail; development of a comprehensive and sustainable financial plan; and the continuation of a regional governing body.

Ms. March said staff is seeking Council direction to update the ERC Interest Statement for future Council action. She invited everyone to the Trailside Café event on November 1 on the rail corridor behind the REI store.

Mayor Stokes said the Regional Advisory Council was united in supporting the addition of cities adjacent to the ERC as part of the governing group. While the City is not an owner, a major portion of the trail goes through Bellevue.

Councilmember Robinson questioned how the City of Kirkland's ownership of a portion of the ERC affects rail-banking. Mr. Parker said it does not have any effect because the entire corridor is rail-banked.

Deputy Mayor Chelminiak said he is frequently asked about the timing for the ERC trail in Bellevue. Responding to Mr. Chelminiak, Mr. Ingram confirmed that the first mile on the north end of Bellevue is anticipated for completion by May 2017. Mr. Ingram said the City is working with Sound Transit to complete at least sections of the trail south of Northup Way as soon as possible. The section to NE 8th Street will be open in 2023. Mr. Ingram said the City is communicating with Sound Transit to accelerate aspects of the light rail project along 120th Avenue NE. There are currently bike lanes heading south to NE 4th Street.

Mr. Chelminiak stated his understanding that the County would complete the segment from Renton to Bellevue, up to the Wilburton gap, in 2017. Mr. Parker said the rails will be removed. However, there will be a rough trail surface initially in 2017. Mr. Ingram said the timing for crossing the Wilburton gap is 2019-2020. Deputy Mayor Chelminiak said he looks forward to completing the missing link in the heart of Bellevue and determining how to make the NE 4th Street crossing.

Responding to Councilmember Slatter, Ms. Nichols said the Council's interest statements are used by both Councilmembers and staff for communicating Bellevue's interests in regional forums. The ERC Interest Statement was initially focused on ensuring that the trail was preserved for multiple uses. As regional planning and discussions have moved forward, staff is seeking Council input to ensure that the interest statement continues to reflect Bellevue's interests and priorities. Ms. Nichols said the Council has a number of interest statements on different topics and priorities.

Councilmember Robertson questioned the removal of the reference to "special care being given to multiple uses near the hospital station." Ms. March said that item was incorporated into other language in the interest statement. Ms. Robertson said she would like to preserve the original language as well.

Ms. Robertson observed that there are a number of major road crossings, and the interest statement refers to grade separation only at NE 8th Street. She would like to see grade separation at NE 4th Street and NE 6th Street as well and suggested stronger language on that point in the interest statement.

Councilmember Robertson noted that the interest statement does not address funding. Ms. Nichols said King County, as owner of the ERC, is developing legislative proposals for financing, and the City is working with the County. Ms. Nichols said that, if there are legislative proposals that other jurisdictions support, City staff will address those with the Council to determine whether Bellevue would also like to lobby for those items as well. Ms. Nichols said funding is being sought from a number of sources including federal programs.

Ms. Robertson said she appreciates the references to mitigating private property impacts in the interest statement. She questioned the need for language referring to utilities. She said one of the routes previously considered for Puget Sound Energy's Energize Eastside project would have used a portion of the rail corridor. Ms. Robertson said it is important to ensure that uses of the ERC are consistent with the areas containing the rail corridor. She suggested reflecting that thought in the interest statement.

Councilmember Robertson suggested adding language about safety, especially for the elevated portion. She expressed concern regarding the potential for falling off the structure and for items being thrown from the structure.

Responding to Councilmember Robinson, Ms. Robertson said she did not have specific impacts to properties along the corridor in mind. However, she would like staff to think about potential impacts and how to address those in the interest statement. Deputy Mayor Chelminiak recalled that diesel trains previously used the corridor. However, he agreed that the design of the trail and any special uses on the trail should be compatible with the existing development.

Mayor Stokes acknowledged concerns regarding safety on the trestle. However, the partners do not want to place a cage over the trail either. He said the trail will incorporate aesthetic ways to address safety issues.

Councilmember Slatter suggested including language on safety in the statement regarding the interest in grade separation at major road crossings.

Councilmember Wallace said he would not want to commit to elevated crossings over NE 4th Street and NE 6th Street until design moves forward. Also, with regard to the trestle, he said he would rather not sacrifice design to perceived problems of individuals throwing things from the trestle or other potential incidents. He concurred with Mr. Stokes' comment about not creating a cage effect on the trestle.

With regard to the proposed funding of \$2 million from Bellevue, Mr. Wallace said he would like to see a focus on the full rail corridor through Bellevue as opposed to contributing specifically to the trestle. He would like Bellevue to receive something in return for the \$2 million investment, to be determined in the future, and to reflect that concept in the interest statement.

Regarding the connection of the ERC to the NE 8th Street/Wilburton light rail station, Councilmember Wallace questioned the logic of the design requiring users of the ERC trail to go down to street level before going up to the light rail station. He observed that this is not what the Council had in mind during past discussions about an elevated crossing. He would to see a reconsideration of that issue.

Mr. Wallace said it is important to provide mitigation for private properties. He observed that the interest statement does not include language about the connections between Bellevue and the rail corridor, except for the Grand Connection. He questioned whether the City wants to consider other areas for primary connections. Mayor Stokes suggested adding language to the section referencing the regional trail and other major destinations. Mr. Wallace concurred and said the City might want to identify potential connections, including at the Mercer Slough. He said he would like to see the graffiti cleaned from the trestle.

Councilmember Lee thanked staff for the proposed update to the interest statement. He referenced language stating "consistency with local plans" and suggested adding "land uses" as well, including Wilburton land uses. Recalling Mr. Wallace's comment about getting something in return for the \$2 million investment, Mr. Lee suggested pursuing ownership of a portion of the trail through Bellevue. Mayor Stokes said acquiring a portion of the trail would be very expensive. Mr. Lee reiterated that it is important to pursue ownership.

Mr. Wallace observed that ownership was not likely feasible. However, he suggested some type of understanding and/or agreement about Bellevue's contribution.

Mayor Stokes concurred that Bellevue should request items it would like to see as part of the project. He noted that the cities of Kirkland and Redmond achieved essentially all of their objectives.

Ms. Nichols said staff would revise the interest statement based on the Council's discussion and return for future action.

Mayor Stokes suggested not necessarily insisting on pedestrian bridges over NE 4th Street and NE 6th Street, but raising the issue of what might be the appropriate ways to address those intersections.

Councilmember Lee suggested adding language about ownership under the governance section of the interest statement. Mayor Stokes observed that ownership is a separate issue for Council consideration because there has not been a policy decision on that by the Council. Mr. Stokes said it should not be included in this update of the interest statement. Ms. Nichols suggested that the Council will have the opportunity during the budget process to address pursuing ownership or other benefits in exchange for a financial investment.

Deputy Mayor invited everyone to the November 1 event at the Trailside Café behind the REI parking structure, 5:00-7:00 p.m. He said this is a good opportunity for envisioning how the corridor can be used.

(c) Discussion of the Preliminary 2017-2018 Operating Budget and 2017-2023 Capital Investment Program (CIP) Plan: Utilities Department Proposed 2017-2018 Budget and Rates

Deputy City Manager Kate Berens recalled that the Council raised a number of questions during the previous discussion of the Preliminary 2017-2018 Operating Budget and the 2017-2023 Capital Investment Program (CIP) Plan. She referred the Council to Attachment B in the meeting packet for the list of Memory Bank items identified by the Council to be addressed throughout the budget discussions.

Interim Finance Director Toni Call highlighted the budget calendar. The November 7 Study Session will be a more in-depth look at the Operating and CIP budgets, and the November 14 Study Session will focus on Utilities fees and Development Services fees. The third budget public hearing is scheduled for November 21 and time will be available in the Study Session for Council discussion. Adoption of the budget is tentatively set for December 5.

Utilities Director Nav Otal opened staff's presentation of the Utilities Department's 2017-2018 proposed budget. She recalled that the Council asked the previous week about utilities rates. Ms. Otal said the budget reflects a four percent increase in utility rates in 2017 and a four percent increase in 2018, followed by a 4.3 percent increase in 2019 and lower rate increases in 2020 and beyond.

Ms. Otal recalled that the Council asked Utilities staff to study whether reserves could be used to minimize rate fluctuations. She said staff used that strategy in developing the 2017-2018 rates to fund replacement projects in the Base CIP and to fund advanced metering infrastructure (AMI). The proposed CIP uses approximately \$35 million in reserves to maintain favorable rates.

Ms. Otal compared Bellevue's water, sewer, and storm/surface water utility rates to other jurisdictions, noting that Bellevue's residential rates are midway between the lowest (Redmond) and highest (Seattle) rates. She said Bellevue purchases all of its water supply, while the three jurisdictions with lower rates (Issaquah, Redmond, Renton) have wells that provide 40-70 percent of their water supply. Ms. Otal said that well water generally requires less treatment and does not require storage.

Ms. Otal said other factors affecting rates are the level of capital investments in replacing infrastructure and the level of long-range planning (including establishing reserves) for future replacement costs. Ms. Otal noted that Issaquah and Redmond do not have R&R (Renewal and

Replacement) reserves. She said Bellevue is committed to long-range planning and maintaining reserves.

Responding to Councilmember Robertson, Ms. Otal said more details on the rates for each utility are available in the budget binder. She said Bellevue's water rates are higher than certain jurisdictions, but sewer and stormwater rates are lower. Ms. Otal said the City does have a number of wells and plans to explore the feasibility of developing those for emergency supply.

Continuing, Ms. Otal said the four percent increase for a typical bill in 2017 is \$6.30 per month, and the four percent increase in 2018 is \$6.51 per month. The primary drivers of rate increases are wholesale costs for both water supply and wastewater treatment services. Ms. Otal said a Councilmember previously asked how much of the rate increase is driven by R&R reserves. She said reserves are actually maintaining lower rates for 2017 and 2018. Ms. Otal said one driver of the 2017 rate increase is the Issaquah water assumption of a number of Bellevue customers.

Responding to Councilmember Robinson, Ms. Otal confirmed that flushing inappropriate items and substances into the wastewater system cause problems for the utility's operations. Ms. Otal said the City's focus has been on fats, oil and grease, particularly with commercial customers. Ms. Robinson suggested that education through schools would be helpful as well.

Continuing, Ms. Otal said the Environmental Services Commission spent nine meetings reviewing the Utilities Department's budget and rates. The City also presented information to the business community and is holding a Business Customer Forum on October 27 for further discussion.

Ms. Otal said the Council's adopted policies are the foundation for developing the Utilities budget and rates. She said the utilities are an enterprise function and utility rates are the primary funding source. The Utilities Department does not receive any General Fund dollars or tax revenues for its operations or capital program. The department does not use savings or one-time revenues to fund ongoing cost increases.

Ms. Otal said the City has approximately \$3.5 million in utilities infrastructure, and most of it is past its mid-life. The City Council established the R&R account in 1995 to ensure that there would be adequate funding to replace infrastructure and to ensure that all customers pay their fair share of those costs. Debt is reserved for significant events (e.g., earthquake).

Ms. Otal said the Utilities Department's key budget priorities are efficient operations, system resiliency, leveraging technology, and regulatory compliance. The proposed 2017-2018 Utilities budget totals \$282.8 million, and 28 percent (\$79.3 million) of that amount represents two years of the seven-year CIP Plan and supporting engineering staff.

Ms. Otal said wholesale water supply and wastewater treatment costs increase by 1.8 percent in 2017 and 0.7 percent in 2018. Wholesale costs represent approximately 40 percent of the Utilities Department's budget.

The proposed 2017-2023 Utilities Capital Investment Program (CIP) Plan totals \$220.6 million, with 72 percent (\$159.6 million) directed toward addressing aging infrastructure. The City has been steadily increasing its rate of small-diameter water main replacement since 2008, with the

ultimate goal of replacing five miles per year. Bellevue has approximately 600 miles of water pipes. Environmental preservation and regulatory costs make up 13 percent of the CIP, customer service enhancements (i.e., AMI) represent 10 percent of the CIP, and maintaining adequate capacity to accommodate growth reflects five percent of the CIP.

Ms. Otal said growth capacity projects in the 2017-2023 CIP include water facilities for NE Spring Boulevard, a new water inlet station, drinking water storage for the west operating area, and the Wilburton sewer capacity upgrade. The first three projects will improve the drinking water supply for more than 200,000 future customers.

Responding to Councilmember Wallace, Ms. Otal said capital recovery charges go into the R&R Fund, not into the Operating Fund.

Continuing, Ms. Otal highlighted the R&R funding strategy for accumulating reserves to pay for needed infrastructure replacement in the longer term.

Ms. Otal said the one new major investment in the Utilities budget is advanced metering infrastructure (AMI), which was presented to the Council in June. The technology provides customer access to real-time water usage, which enables proactive leak detection and promotes water conservation. It promotes Bellevue's Smart City efforts, reduces meter-reading labor and vehicle costs, and improves meter accuracy.

Ms. Otal recalled that the Council previously questioned funding the AMI project through sources other than rate increases. She said the Utilities Department saved \$6 million from the 2015 budget for AMI, and the remaining amount will come from the R&R Fund. The net benefit of AMI technology over 20 years is \$2.3 million.

Ms. Otal said Bellevue and Issaquah signed an Assumption Agreement in 2015, and services in the assumption area will transfer to Issaquah on January 1, 2017. The area has 1,000 customers and results in a net income loss of \$540,000 for the City of Bellevue.

Councilmember Slatter offered her perspective as Council liaison to the Environmental Services Commission. She noted that Lake Tapps is available as a future water supply for the Cascade Water Alliance, of which Bellevue is a member. She serves as an alternate for Mayor Stokes on the Cascade Board. Ms. Slatter said the cost for water main replacement in Bellevue is high due to the age of the infrastructure. She is pleased to see the City's use of R&R reserves. She noted it has been very informative to serve as liaison to the Environmental Services Commission.

At 8:03 p.m., Mayor Stokes declared a brief recess. The meeting resumed at 8:13 p.m.

- (d) Proposed Code Amendments Correlation: Low Impact Development (LID) Principles; Clearing and Grading Code; and Storm and Surface Water Code

Ms. Berens introduced staff's presentations on topics related to the National Pollutant Discharge Elimination System (NPDES) permit requirements. Staff anticipates adoption of the code amendments on November 21.

(1) NPDES Code Amendments to the Storm and Surface Water Utility Code

Catherine Drews, Assistant City Attorney, said the Storm and Surface Water Code amendments and the Clearing and Grading Code amendments are required to conform with the 2012 NPDES permit.

Paul Bucich, Assistant Director of Utilities, said the City accepted its second NPDES Phase II permit issued by the State Department of Ecology in 2013, which covers activities from 2013 through 2018. The DOE issued revisions to the 2012 Stormwater Management Manual in 2014. The permit requires, by December 31, 2016, the adoption of low impact development (LID) land use principles and the amendment of the City's stormwater development codes and standards to adopt the new Ecology Stormwater Manual.

Mr. Bucich said the DOE conducted extensive outreach and training for elected officials and other high-level decision makers in 2013 regarding low impact development principles. The DOE has also provided training for landscapers, nurseries, and other landscape designers through this effort. The DOE has an online video as well as a number of publications related to LID practices. Mr. Bucich said the Association of Washington Cities, other cities and counties, and professional organizations provide information on LID principles and projects as well.

Mr. Bucich said that, in September, the City advertised in the Daily Journal of Commerce that it would provide training for individuals interested in the code changes and their effective implementation. Two training sessions were held in October with 20 City staff and 10 members of the public. A third training is anticipated in January or February.

Mr. Bucich said the storm and surface water code changes fall into three areas: 1) non-discretionary NPDES Permit requirements, 2) one revision for consistency with RCW 35.91, Latecomers Agreements, and 3) non-NPDES housekeeping revisions.

Mr. Bucich said that any development activity, beginning in January, will be required to evaluate the infeasibility of the use of low impact development (LID) best management practices. If a site is determined to be suitable for the use of LID practices, development will be required to accommodate those principles. Mr. Bucich said public projects will be required to determine the feasibility of LID practices and to use them if applicable as well. He noted that the change regarding Latecomers Agreements allows a longer time period for private developers to recover costs.

Responding to Councilmember Lee, Mr. Bucich said that, if a privately owned site is not suitable for low impact development practices, the current standards and best management practices would be followed. However, an evaluation must be completed first.

Councilmember Robertson noted that the LID principles were discussed with the Planning Commission and the Transportation Commission. She questioned whether either commission reviewed the utility code to determine how it interacted with the land use and transportation codes. Mr. Bucich said the code changes before the Council tonight did not go to the Environmental Services Commission, Planning Commission, or Transportation Commission.

Councilmember Robertson questioned whether any of the code revisions are inconsistent with or different than the codes reviewed by the Planning Commission and the Transportation Commission. Mr. Bucich said no. He noted that the code amendments adopt definitions from the stormwater permit manual to maintain consistency.

Ms. Robertson referred to the definition of impervious surface containing the language: “as under natural conditions prior to development.” She questioned how “prior to development” should be interpreted. Mr. Bucich said the DOE’s interpretation refers to pre-human intervention on a site. Due to the length of time of existing development, the prior condition for the Downtown is current conditions. However, for the majority of Bellevue, prior conditions are generally forested or pasture. Councilmember Robertson suggested further clarification in the code for developers and property owners.

Councilmember Robinson noted the removal of the definition for a 100-year storm and questioned how that affects insurance. Mr. Bucich said insurance companies look at the 100-year flood versus storm. He said staff removed the reference because it is not meaningful.

(2) NPDES Code Amendments to the Clearing and Grading Code

Trisna Tanus, Legal Planner, highlighted revisions to the Clearing and Grading Code based on NPDES permit requirements. The amendments relate primarily to aligning the definitions and terms in the code with the NPDES Permit and DOE Stormwater Management Manual. The changes affect erosion and sedimentation control as part of the LID principles project. Ms. Tanus said additional revisions provide consistency between the Clearing and Grading Code and other City Codes to assist in efficient and predictable review for project applicants. Ms. Tanus highlighted examples of conformance revisions.

Responding to Councilmember Robinson, Clearing and Grading Supervisor Tom McFarlane said the code amendments apply to permitting requirements. However, they do not address tree retention requirements.

Councilmember Robinson said she would like staff to provide suggestions for addressing tree retention policies. Mayor Stokes concurred that this would be a good topic for Council discussion.

Councilmember Robertson referred to the restriction on the removal of five significant trees within a three-year period. She questioned how the City handles a situation in which trees were removed recently before a house was sold, and the new owners are unaware that trees were removed within the previous three years. Mr. McFarlane said that type of information is not tracked. Typically the City’s code enforcement staff become involved due to a complaint. Ms. Drews noted that the purpose of the Clearing and Grading Code is to ensure that erosion control provisions are in place.

Councilmember Wallace questioned whether the clearing and grading requirements are included in the training mentioned earlier by Mr. Bucich. Mr. McFarlane said these provisions deal more with permitting and erosion control during construction, while the Storm and Surface Water Code deals more with permanent stormwater management. Mr. Wallace questioned whether

there has been any outreach to civil engineers. Mr. McFarlane said no, noting that commercial tree services need to know about the changes in tree permitting requirements as well.

Responding to Councilmember Wallace, Ms. Drews said the City currently allows parties to clear up to 19 trees without obtaining a clearing and grading permit. The proposed amendment allows the removal of five significant trees within a three-year period without obtaining a permit, to provide greater erosion control. Responding to Mr. Wallace, Ms. Drews confirmed that this item was part of the discussion by the Planning Commission that the Master Builders Association was tracking.

Councilmember Wallace said he wants to be sure that all changes have been communicated to the Master Builders Association. He asked staff to follow up on that.

(3) Low Impact Development (LID) Principles Project Recommendations

Ms. Drews said the LID principles project recommendations were reviewed by the Transportation Commission and the Planning Commission, and shared with the Master Builders Association.

Wayne Carlson, AHBL, recalled that the goals of the LID principles are to minimize native vegetation loss, impervious surface coverage, and stormwater runoff. He described the Transportation Commission's two recommendations: 1) Allow bioretention within landscape areas along planter strips and medians, and 2) encourage native and adapted vegetation that can survive in an urban environment.

Mr. Carlson said the recommendations by the Planning Commission focus on establishing a hard surface limit, reducing the impervious surface limit, and providing an option for sites where permeable pavement is not feasible. Under the 2012 Ecology Stormwater Manual, new developments adding more than 5,000 square feet of hard surfaces will be required to evaluate the use of permeable pavement. If permeable pavement is not technically feasible, the maximum impervious surface coverage is unchanged from today's alternative maximum impervious standard.

Mr. Carlson said hard surfaces include both impervious surfaces and permeable pavement. He described examples of development plans on different types of residential lots and commercial sites. The LID recommendations propose no change in the amount of allowed building coverage. However, a new hard surface coverage limit is proposed and existing impervious surface coverage is reduced. This is consistent with the Comprehensive Plan and neighborhood plans with regard to impervious surfaces.

Mr. Carlson described a table listing maximum lot coverage by structure, maximum hard surface coverage, and maximum impervious surface coverage for residential development (R-1 through R-30 districts). Mr. Bucich highlighted the map of Bellevue showing the infiltration feasibility for all areas.

Ms. Drews highlighted a table listing maximum lot coverage by structure, hard surface coverage, and impervious surface coverage for commercial districts. She noted the columns for Neighborhood Mixed Use (NMU) and Office/Limited Business 2 (OLB 2) and suggested that the

Council might want to delay designating percentages for those uses until the Eastgate/I-90 Land Use Code Amendment is completed.

Councilmember Wallace questioned whether the consultant studied schools and churches in residential zones, which might be better suited to the commercial standards. Ms. Drews confirmed that schools and churches are footnoted in the code and have standards more similar to commercial districts.

Mr. Carlson recalled that during the last discussion with the Council, the question was raised about how the LID principles might affect the redevelopment of the Newport Hills Shopping Center. The existing site contains 85 percent impervious surface, which is approximately five percent above the current zoning. Approximately 20 percent of existing impervious surfaces would be required to be permeable.

Mr. Carlson described LID principles related to clustering development in planned unit developments (PUDs) to conserve on-site soils and to minimize impervious surface coverage. Zero lot line development would be allowed to preserve a larger open area on one side of the lot, as long as the width of the open area does not exceed the combined width of the side yard setbacks.

Mr. Carlson said the LID principles propose adding site design information related to soils and hydrology earlier in the building permit checklist and submittal process.

Mr. Carlson recalled that the Planning Commission recommended addressing tree retention policies separately from the LID principles work. Staff's recommendations to the Commission were to: 1) require tree preservation in a hierarchy selection process, 2) require assurance devices for the viability of retained trees, and 3) include a note on the face of the plat for the trees required to be retained as a condition of approval.

Councilmember Robertson expressed support for the Planning Commission's recommendation, including to address tree retention as a separate policy issue. She said it would be helpful for staff to provide input to the Council regarding the scope, community outreach, and schedule for that type of discussion and process.

Councilmember Robinson noted the Commission's recommendation for community outreach with regard to the issue of requiring tree preservation in a hierarchy of tree selection.

Councilmember Lee questioned whether the City has considered using permeable pavement for sidewalks. Mr. Carlson said one of the proposed amendments to the Transportation Code was to allow for the use of permeable surfaces for pedestrian facilities and sidewalks. Mr. Lee questioned the cost considerations and practicality of doing that.

Mr. Bucich said the stormwater manual requires the Transportation Department to evaluate the feasibility of using permeable materials in the appropriate locations. They would not be used for drive surfaces, but the consideration of permeable concrete or asphalt for sidewalks is appropriate. He said the decisions are based on site-specific features. Mr. Lee said he is glad to hear that staff is being flexible. Mr. Lee said it would be good if excessive costs were considered in terms of evaluating whether the permeable pavement is feasible.

Councilmember Wallace observed that this is a mandate from the federal and state governments. He said the requirements will increase the costs of construction, make housing less affordable, and make it harder to redevelop schools, churches and similar facilities in residential zones. He observed that the City does not have a choice except to adopt the requirements. He suggested moving forward. He said he would like feedback from staff regarding schools and churches, and he would like staff to reach out to a number of civil engineers to determine their perspectives.

Ms. Drews said staff will prepare ordinances regarding the Storm and Surface Water Utility Code, Clearing and Grading Code, and LID principles for Council action on November 21.

(e) Update on the Grand Connection Visioning Process

Deputy City Manager Berens opened discussion regarding the Grand Connection visioning process. Staff will provide an update on additional design concepts for Sequence One and an overview of early concepts for Sequence Two (I-405 crossing).

Dan Stroh, Planning Director, noted that the initiation of the Wilburton commercial area planning will be coordinated with the ongoing design work for the Grand Connection.

Bradley Calvert, Community Development Program Manager, recalled that, in July, staff presented information on the initial work for Sequence One, which focused on public space improvements to Compass Plaza, Downtown Park, and theme strategies for paving, canopies and vegetation. For the section between Meydenbauer Bay and Downtown Park, Mr. Calvert said raised intersections are under consideration for 100th Avenue and Main Street. He noted the potential for adding a corner plaza at the northwest corner of the intersection.

Mr. Calvert said options for a formal entry to Downtown Park include a mid-block connection at NE 4th Street, with a design that makes the park more visible from the street, and/or an entrance at Bellevue Way and NE 4th Street. He described a concept to build a partial lid over the parking area on the west side of the park to extend the green space.

For the segment containing the Pedestrian Corridor to the Bellevue Transit Center, Mr. Calvert said the idea is to create one contiguous public space, including improvements to Compass Plaza, with strong pedestrian and bike mobility. Additional concepts include a more prominent entrance to the Bellevue Arts Museum, less separation between café terraces and the sidewalk or plaza, smoother transitions between grade changes, and directional paving along the Pedestrian Corridor. Options for the Bellevue Transit Center include removing the south bus lane, simplifying bus movements, creating additional open space, separating the moving buses from the public space, and integrating bus loading areas into the public realm. Mr. Calvert said this location would provide a logical connection to the Wilburton area and bike trail.

Mr. Calvert described a number of design elements related to improving pedestrian mobility and connectivity. He said in-depth traffic analysis would be needed to determine the feasibility and impacts of the design concepts. Mr. Calvert described the concept of an 8-80 community that can be navigated comfortably and safely by an 8-year-old to 80-year-old individual. One idea that has emerged is group rapid transit, which embraces technology to provide autonomous shuttle-type service for short distances at 9-18 miles per hour.

Mr. Calvert said the project team is beginning the visioning process for the I-405 crossing of the Grand Connection. He described three conceptual options. The first extends from NE 6th Street, which maintains a linear route and a clear visual connection between the Downtown and Wilburton areas. It would be relatively easy to implement. Disadvantages include continuing the existing exposure to the interstate, perhaps falling short of the overall Grand Connection vision, and requiring the acquisition of land in the Wilburton area. The earliest timing for implementation is 2023, with the completion of Sound Transit East Link construction.

Option 2 is a winding pedestrian bridge, similar to the High Line in New York City, that would connect to the Eastside Rail Corridor. This would create a level crossing, integrate well with surrounding land uses, and provide the opportunity for a signature structure. Disadvantages include exposure to the freeway, potentially limited public access points, and limited visibility from the Downtown.

Mr. Calvert said Option 3 is a lid over I-405 between NE 4th and NE 6th Streets. Advantages are the creation of a new park without using existing land, the ability to be less dependent on land use and transportation projects, and broad public accessibility. Disadvantages of this design concept are the cost, policies and requirements by the Washington State Department of Transportation, limited visibility from the Downtown, and the construction of a significant infrastructure project.

Mr. Calvert highlighted a table comparing features and benefits of the three options. He said next steps are to develop designs for connections to the Eastside Rail Corridor, open houses online and in City Hall, continued stakeholder engagement, discussions with WSDOT and the U.S. Department of Transportation, and continued refinement of the alternatives.

Responding to Councilmember Lee, Mr. Calvert said the design team studied Freeway Park in Seattle. Mr. Calvert said the design of that park contains hidden spaces and limited visibility, while the vision for the Grand Connection is an open, rolling park. Mr. Lee said he appreciates seeing examples from other cities. He suggested there might be additional examples around the world that would be beneficial.

Councilmember Robinson expressed her enthusiasm for the project. She likes the idea of providing plenty of space for cyclists but would like to keep high-speed cyclists separated from pedestrians. She hopes the City will develop other high-speed, east-west routes for bicycle commuters. She likes the autonomous vehicles feature and the concept of the 8-80 city. She encouraged open spaces that maximize safety for users.

Councilmember Robertson said she is excited about the project and favors Option 3 creating a large park over I-405. However, she said she has no idea of the costs and how the project will be financed. As the project moves forward, she would like that type of information as it becomes available. Ms. Robertson said she wants to be sure the City is reaching out to residents and businesses along and at both ends of the full Grand Connection.

Deputy Mayor Chelminiak said Option 3 would be very impressive, although he acknowledged it would be expensive. He likes Option 2 with the walkway across the freeway and nodes of public space along the way. He expressed support for the autonomous group transit vehicles. He

concurred with Councilmember Robinson's concern about high-speed bicycle commuters. However, cyclists will want to connect to the rail corridor trail. He wondered if there could be ways to slow speeds down through the Grand Connection. He suggested a maximum of 12 miles per hour versus the 9-18 miles per hour noted in the presentation, with separation between bikes and pedestrians. Mr. Chelminiak commended the project team for coming up with many exciting ideas and concepts. He observed that the autonomous vehicles would be highly competitive in terms of obtaining grant funds.

Councilmember Wallace expressed strong support for the small autonomous transit vehicles throughout the Downtown, beyond the Grand Connection. He said there are many good ideas. However, it will be necessary to prioritize features to avoid over-pricing the project. His priorities are the plan for Meydenbauer Park, development of the Pedestrian Corridor, and smoothing the grade change to the Transit Center. He does not see the rationale for spending money for the partial lid over the parking lot on the west end of Downtown Park.

Mr. Wallace expressed strong support for the overall concept of connecting the Downtown, Wilburton, Eastside Rail Corridor, and BelRed corridor. He suggested studying what Sound Transit and the City of Seattle are doing at the Northgate Transit Center crossing over to the west side of I-5. He said the budget for that project is approximately \$10 million. Mr. Wallace said he is leaning toward Option 1 because there is a better chance of it being completed than the more expensive options.

Mayor Stokes suggested looking at the Grand Connection as a project that can be built and funded incrementally. He expressed support for the autonomous transit vehicles, which he learned about recently in a national transportation forum.

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

Mayor Stokes declared the meeting adjourned at 9:59 p.m.

Kyle Stannert, CMC
City Clerk

/kaw