

East Link Project Update

Bellevue City Council
January 25, 2016

Why We're Here

Sound Transit Update

- I-90 Crossing
- East Link Construction
- South Bellevue Park and Ride
- Operations and Maintenance Satellite Facility (OMSF)

City Staff Update

- OMSF Land Use Code and Development Agreement
- NAIOP Real Estate Challenge
- **Council input on Transit Oriented Development Principles**
- Spring Boulevard Zone 1b

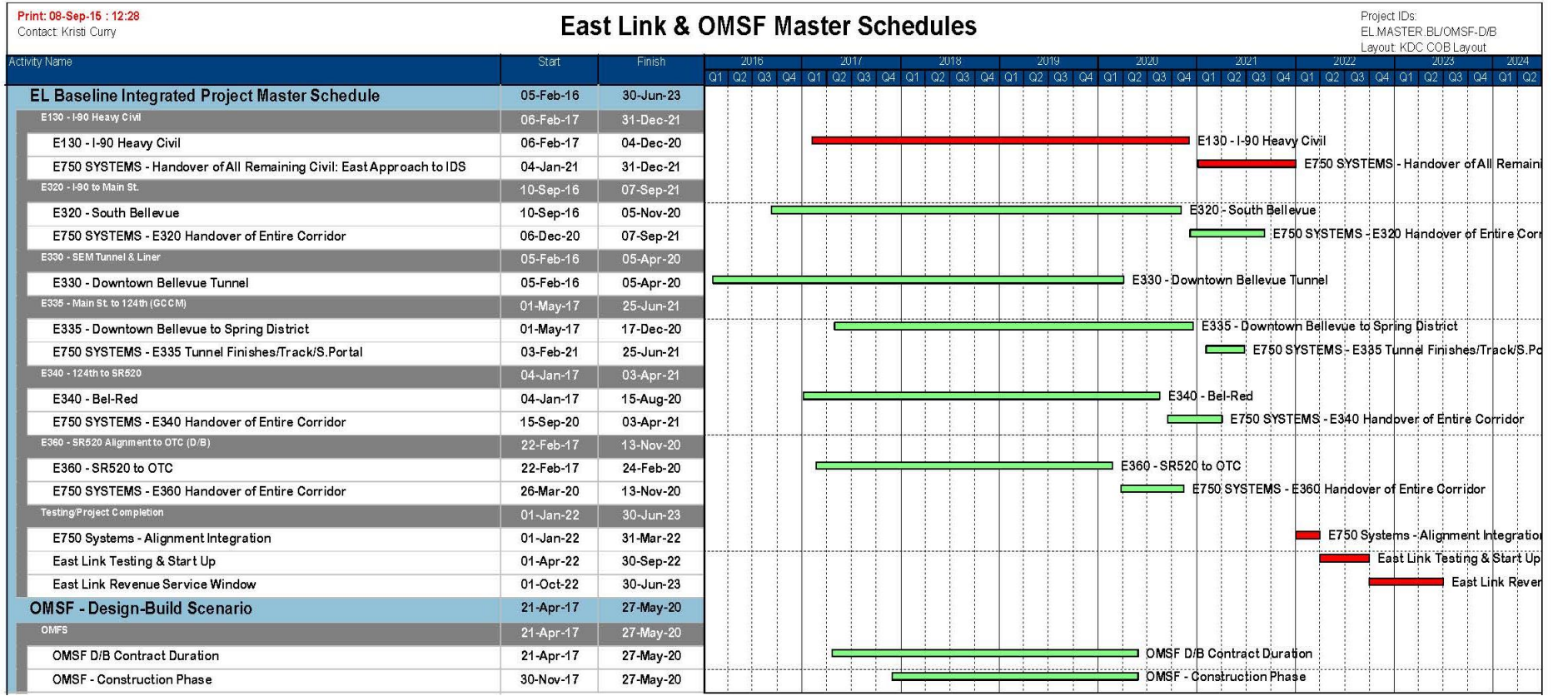


Bellevue City Council East Link Extension Update Jan 25, 2016

East Link Alignment Map



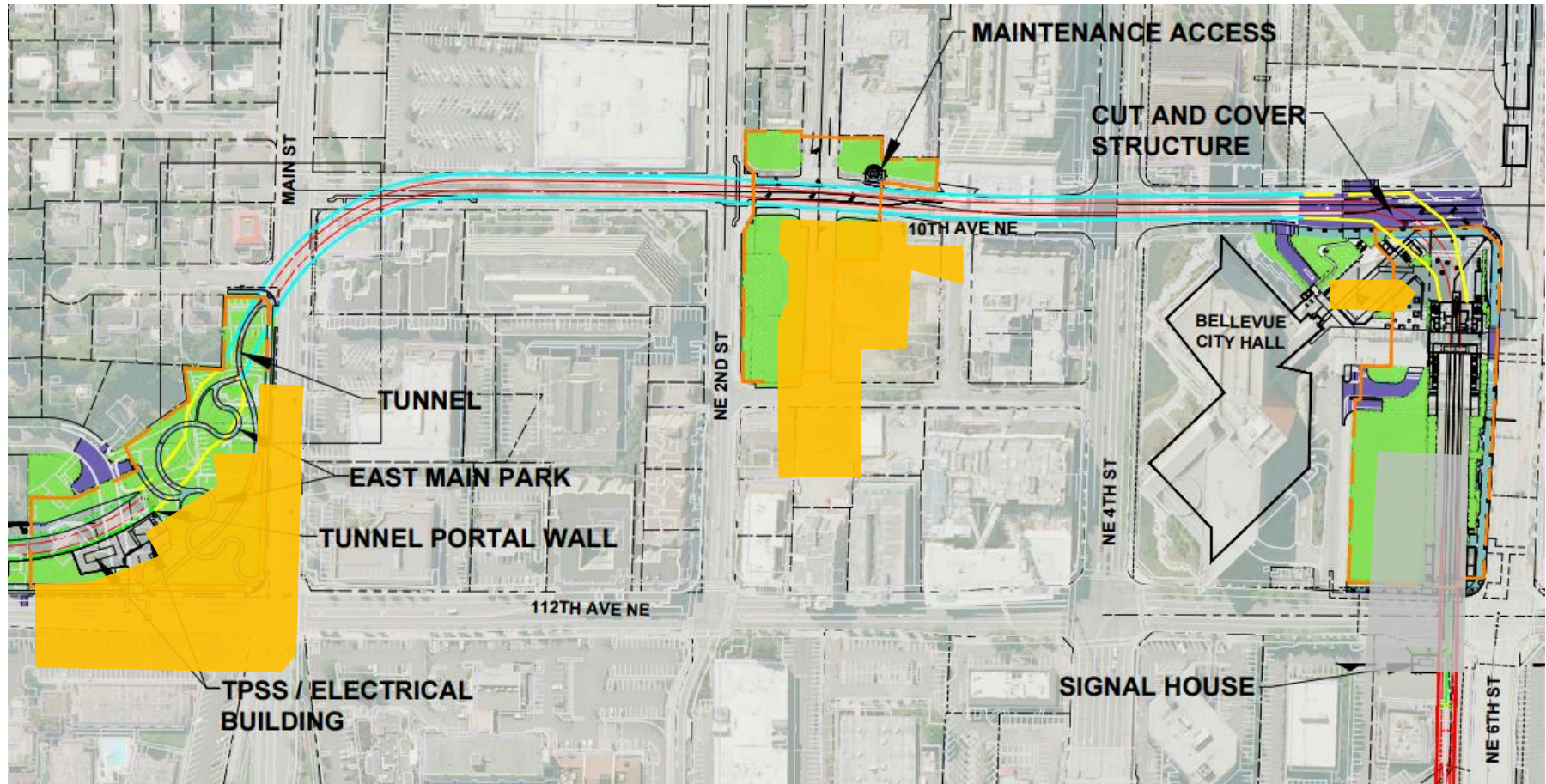
Integrated Construction Schedule



20 IRT issues closed with WSDOT, 3 remaining

- Issue A: Track Bridge
- Issue K: Criteria established to evaluate issues
- Issue Q: Modification of bridge inspection procedures

Downtown Bellevue Tunnel

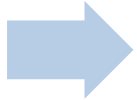


- Construction Open House January 12, 2016
- Ground Breaking Feb 2015
- Construction start late Feb/March

Sequence of Construction Activities South Portal

Site prep: utility
work, demolition,
clearing & grading

• Late winter-spring



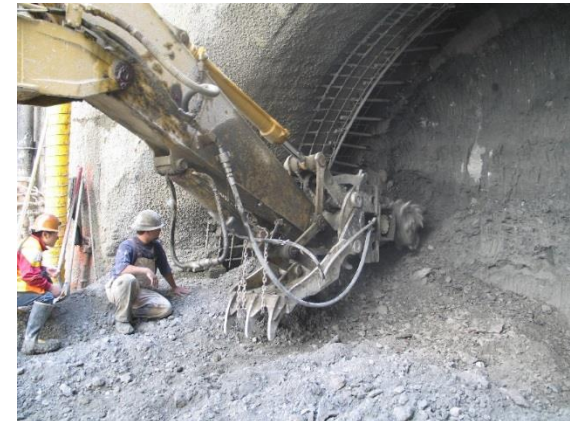
Temporary noise wall
construction

• Summer



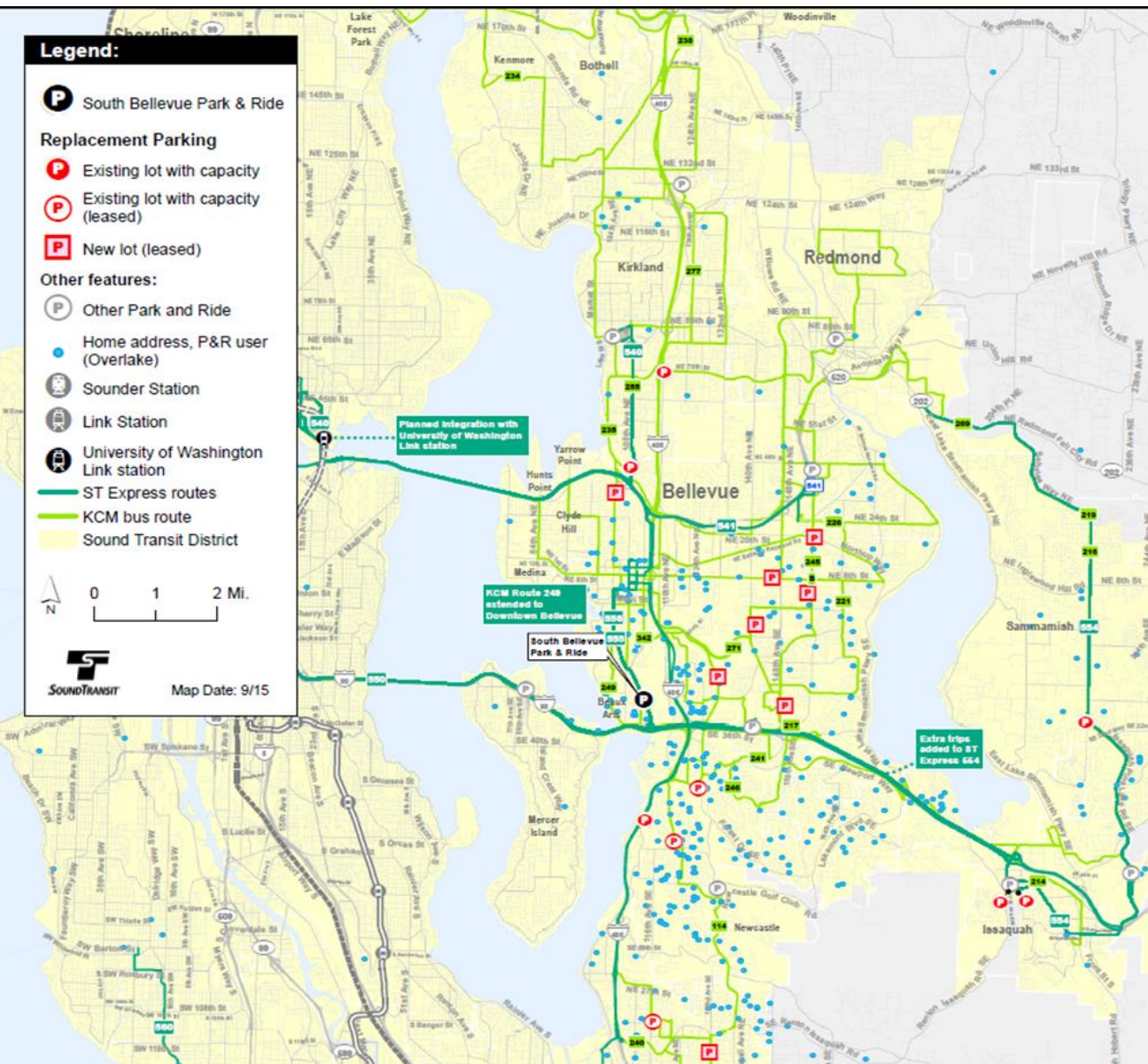
Tunnel excavation
begins

• Late summer-fall



- Updated License plate survey
- Move existing Access Program to Eastgate
- Maximize use of existing bus service and underutilized Park and Ride capacity
- Lease additional parking stalls
 - Access to existing service serving rider's destinations
 - City of Bellevue Transit Plan
- Modify existing bus routes where needed
- Coordination with King County Metro
- Outreach

South Bellevue Park & Ride Replacement Parking & Service Strategy



Existing Park and Rides

5 existing leased lots with capacity and expanding

5 new leased site stalls

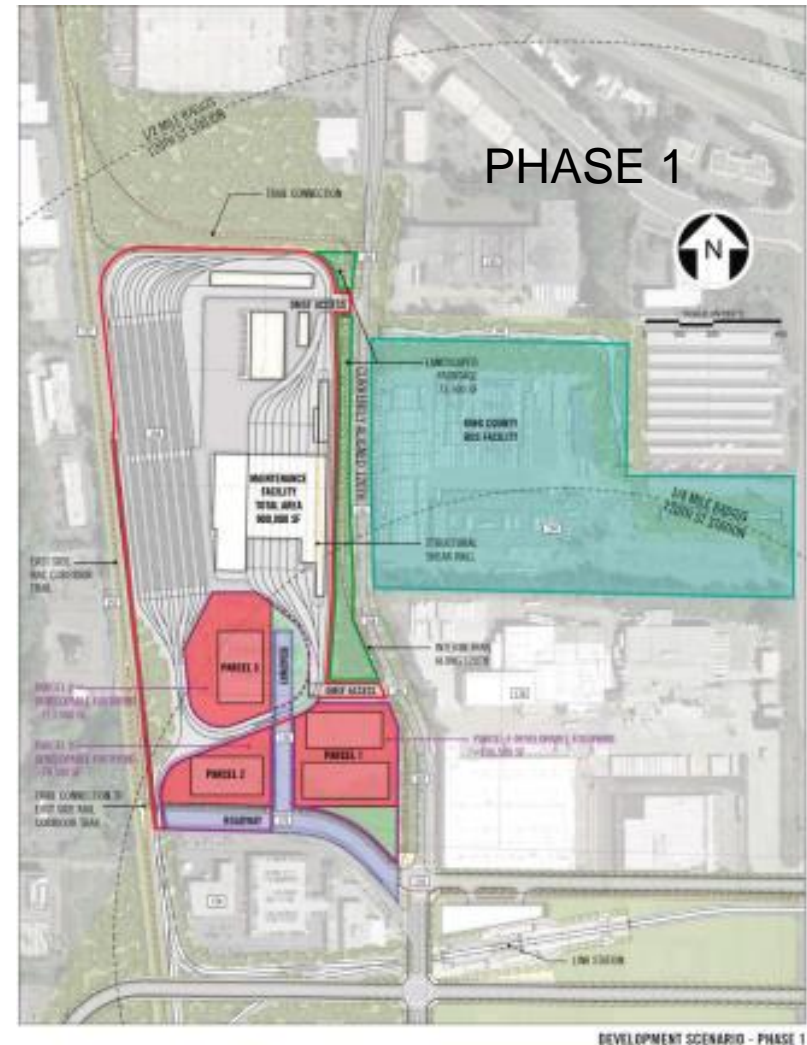
Total available stalls
650-720

Average Travel Time
change is an additional 8
minutes to Seattle

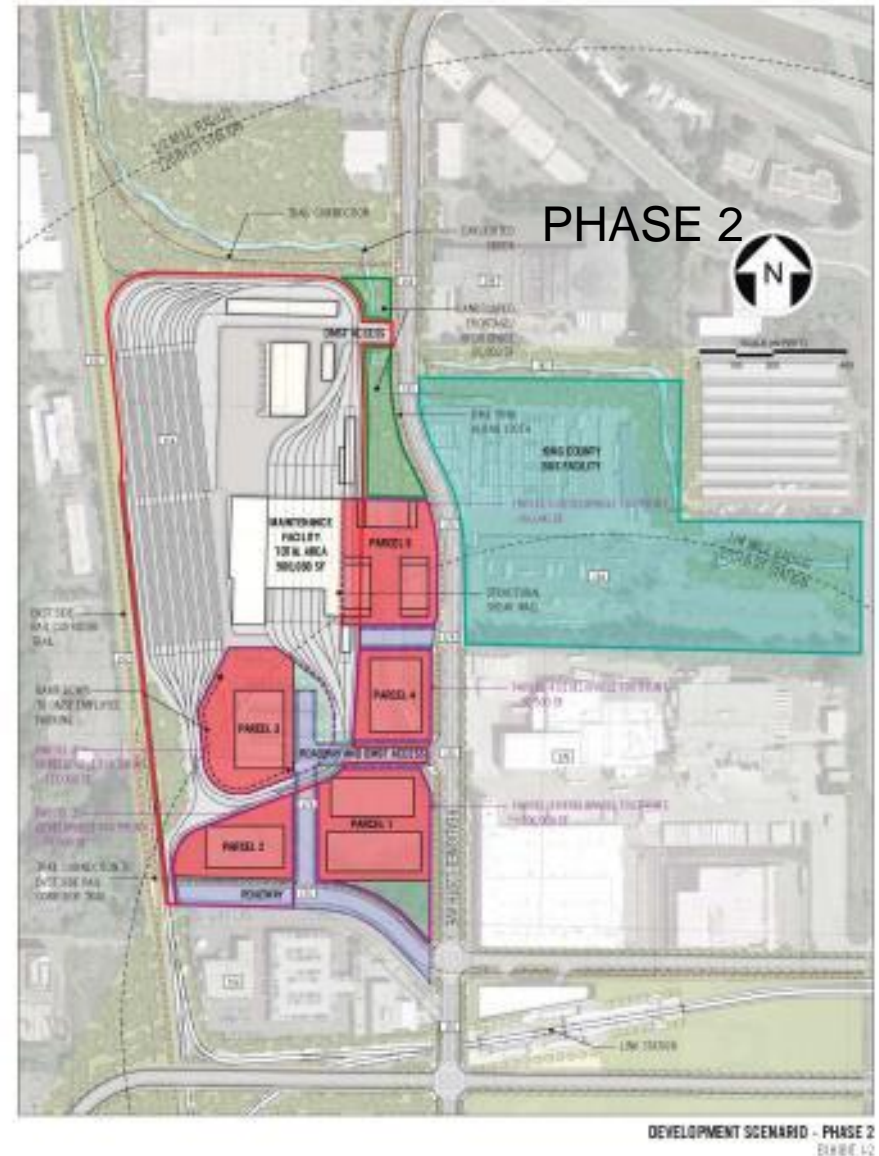
Increase in “2- seat rides”
Additional I-90 buses
Increase capacity
Decrease transfer time

Recent Activities:

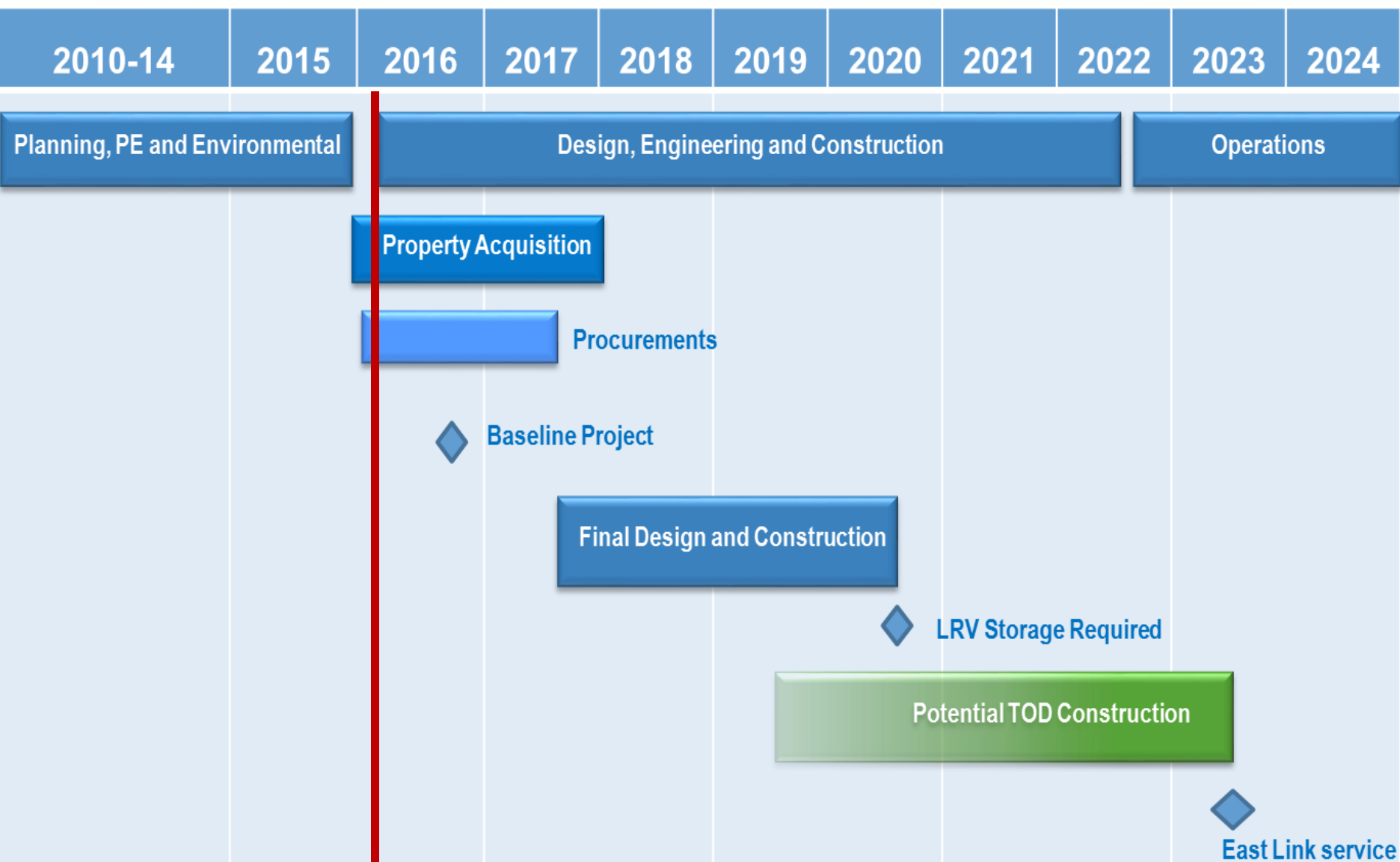
- Final EIS issued Sept. 25, 2015
- Received Federal Record of Decision (ROD) Nov. 5, 2015
- Final EIS addresses MOU items
 - Site design and screening
 - TOD scenarios and process
 - Trail development / connections to ERC
 - Maximum LRVs to be stored
- MOU items moving forward City code amendment and ST TOD analysis



- Sound Transit Board selected the site Oct. 2015
- Sound Transit Board authorized property acquisition Dec. 2015
- The project has transitioned from Planning (PEPD) to Engineering (DECM)
- Design build procurement type selected
- Request for Expressions of Interest (RFEI) – Follow on informational meetings ongoing



Operations Maintenance Satellite Facility



Next Steps:

- Initiate property acquisition process
- Complete TOD market and feasibility study March/April 2016
- Stakeholder engagement during TOD study
- Issue draft RFQ in Q1, 2016
- Issue final RFQ in Q2, 2016
- Short list qualifications and issue final RFP end of Q2, 2016
- Select proposer, negotiations Q1, 2017
- Notice to Proceed (NTP) Q2, 2017



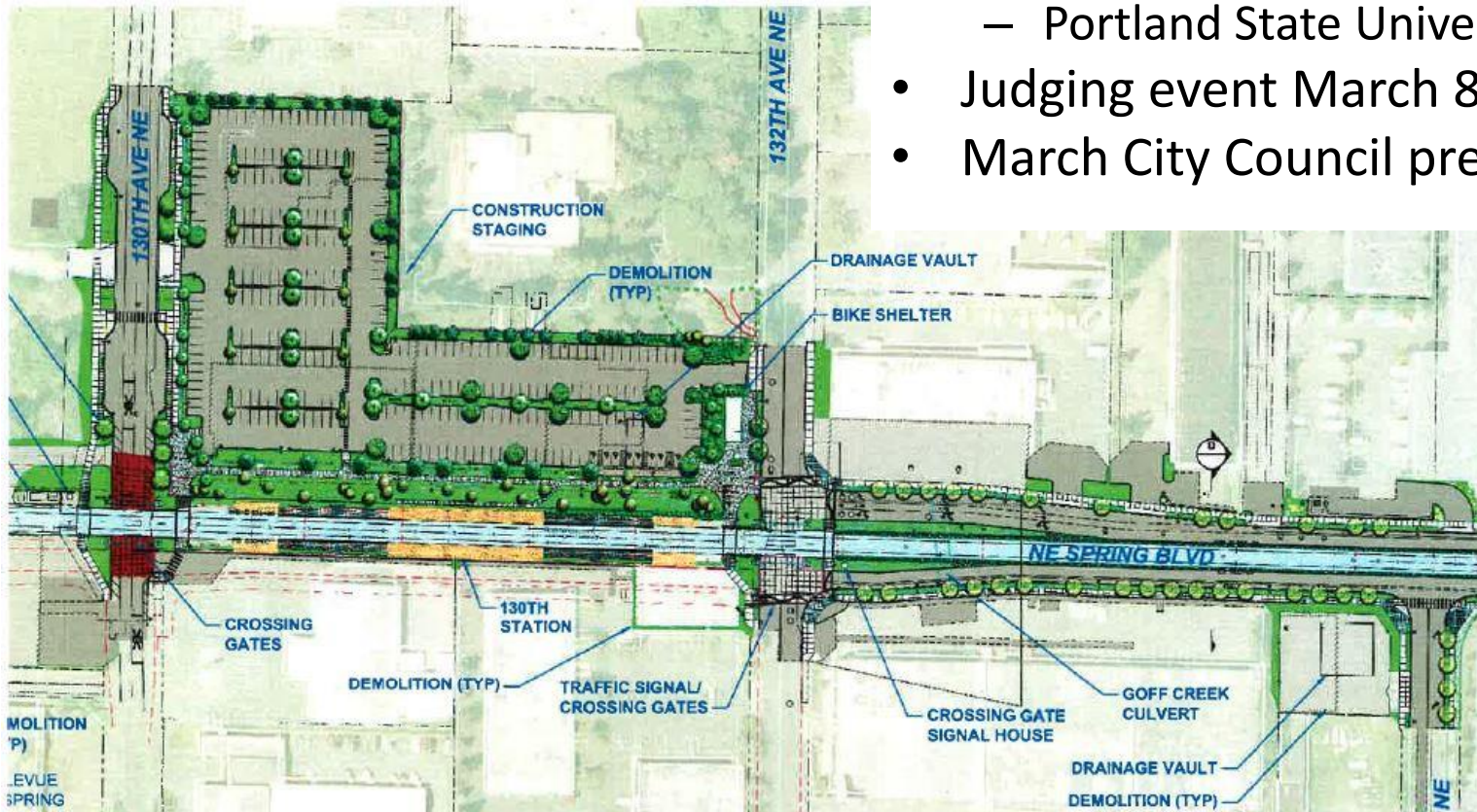
OMSF Key 2016 Milestones

February	Stakeholder engagement
	SEPA Determination for Land Use Code Amendment
	Public Hearing Land Use Code Amendment
March	Council Action to adopt Land Use Code Amendment
	Early results Market Analysis and Development Feasibility Study
	Stakeholder engagement
	Council review Market Analysis, Development Feasibility Study, Preliminary Development Agreement
April	Market Analysis and Development Feasibility Study
	Stakeholder engagement
TBD	Council review and approval of Development Agreement

Dates shown are preliminary pending integration with Sound Transit's project schedule and coordination between agencies.

NAIOP Real Estate Challenge

- 130th Station Parcels
- January 15th kick-off event
 - University of Washington
 - University of British Columbia
 - Portland State University
- Judging event March 8-9
- March City Council presentation



Transit Oriented Development Principles

Transit Oriented Development Principles



“Transit-oriented development” (“TOD”) is high density, mixed-use, pedestrian-oriented development that maximizes the functional relationship between land use and transit.

Three Categories of TOD Principles

BelRed

Transit oriented communities connected by light rail.

Majority of new development to occur in higher density, mixed use and walkable transit station areas.

Environmentally, socially and economically sustainable.



120th Station / OMSF

Office focus with residential and retail uses

Anchored by Spring District development

Below-grade station



Bel-Red / 130th Station

Mix of residential and retail uses

Pedestrian-oriented retail street on 130th Ave

At-grade, in-street station

Include public services or public amenities



Spring District/120th Node (OMSF)



*OMSF Development Scenario Phase 1
Massing diagram of conceptual development
potential under BelRed Code.*



*OMSF Development Scenario Phase 2
Massing diagram of conceptual development
potential under BelRed Code, and 120th realignment.*

BelRed/130th Node



*(top) 130th station area vision, 130th Station Area Plan
(right) PSRC/Growing Transit Communities TOD feasibility
studies for 130th Station*



Adopted BelRed Plan Vision

BelRed Subarea Plan and implementing code adopted in 2009



Majority of new BelRed employment and housing will occur in higher density, mixed use and walkable transit station areas, connected by light rail.

Reduce number and length of automobile trips with development that is compact, mixed use and walkable.

BelRed is to be one of the major growth centers of the region, and will develop in a way that is environmentally, socially and economically sustainable.

BelRed will contain a broad range of housing types to meet the needs of a diverse population of varied income levels.

BelRed redevelopment is a key part of Bellevue's land use and economic strategy.

BelRed Draft TOD Planning Principles

1. Aggressively pursue the objectives of both parties is to establish higher density, mixed use, and walkable station area TOD, concurrent with the start of East Link service.
2. Activate station areas with development that is compact, mixed use and walkable. Higher densities within BelRed station nodes are essential to the BelRed vision, transit ridership, and Bellevue's land use and economic development strategy.
3. Include a mix of housing affordability in TOD to meet adopted BelRed policy targets for affordable housing and the goals of the Growing Transit Communities partnership.
4. Ensure that TOD design fully realizes the BelRed vision, with development oriented to streets and public areas, with innovative green building technologies, and with amenities including parks, open spaces, trail system, and stream restoration.
5. Provide bike and pedestrian connections from station areas, including connections to existing and planned regional trail systems. Connections need to occur early in redevelopment.
6. Include City of Bellevue as lead or co-lead for any technical studies or agreements that involve TOD on Sound Transit surplus parcels at the OMSF or 130th station.
7. Within the BelRed Vision, provide flexibility to pursue special opportunities, such as – and the Global Innovation Exchange.
8. Provide for early integration of TOD with other program elements so that TOD can be completed with the start of light rail service.

120th Station Area/OMSF

Draft TOD Planning Principles

1. TOD development should be located in closest proximity to future Spring District/120th Station (southern portion of available OMSF acquired parcels).
2. TOD on all Phase 1 OMSF parcels should achieve “critical mass” urban densities that contribute to a vibrant neighborhood center.
3. OMSF TOD parcels (Phase 1 and 2) should provide bicycle and pedestrian connections to the future Eastside Rail Corridor trail system. These connections should be made as early as practicably possible.
4. Phase 1 OMSF TOD parcels should be jointly marketed with the goal of TOD developed on all 3 parcels with the start of East Link service.
5. The City, Sound Transit and KC Metro shall negotiate future realignment of 120th Ave NE to allow Phase 2 (Parcels 4 and 5) TOD development.
6. TOD at the OMSF will forward the BelRed vision for a compact, mixed use and walkable center focused on office with retail, education and housing, including affordable housing .
7. Involve the OMSF Stakeholder group in agreements between the City and Sound Transit and other work leading up to the selection of the TOD developer. OMSF TOD development will consider community input including “key elements” identified by the Stakeholder group.
8. Encourage innovation in building structures (LEED, Green, living walls, etc.)

130th Station Area

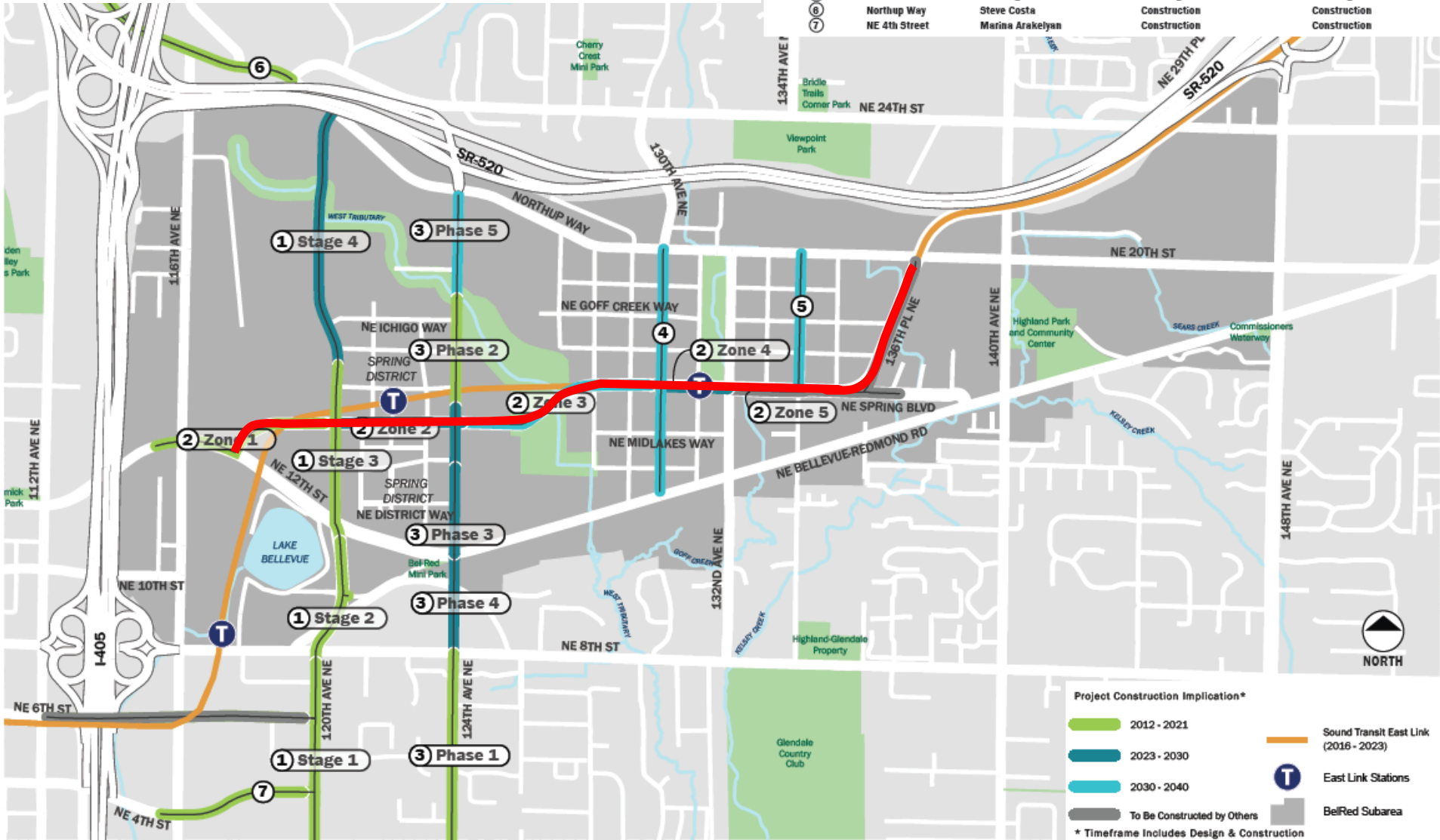
Draft TOD Planning Principles

1. Integrate the full 300 stall park and ride into a larger TOD facility that advances the BelRed vision and activates the station area.
2. Transfer the 130th parcels to the City at the earliest opportunity in order to best accomplish the partners' goals as stated in the updated MOU. The City will be responsible for ensuring that staging needs are met and park and ride stalls are available at beginning of light rail service; while also advancing development of TOD to serve as a catalyst for other station area development.
3. Include a mix of market and affordable housing in TOD at 130th, utilizing public and private resources.
4. Provide Goff Creek restoration and alignment consistent with BelRed vision; options are shown in the 130th Station Area Plan report.
5. Advance the 130th/BelRed Station Area planning vision for a vibrant, diverse and walkable neighborhood focused on housing that includes affordable housing, retail, and plazas.
6. Include public services or public amenities in 130th station area development.

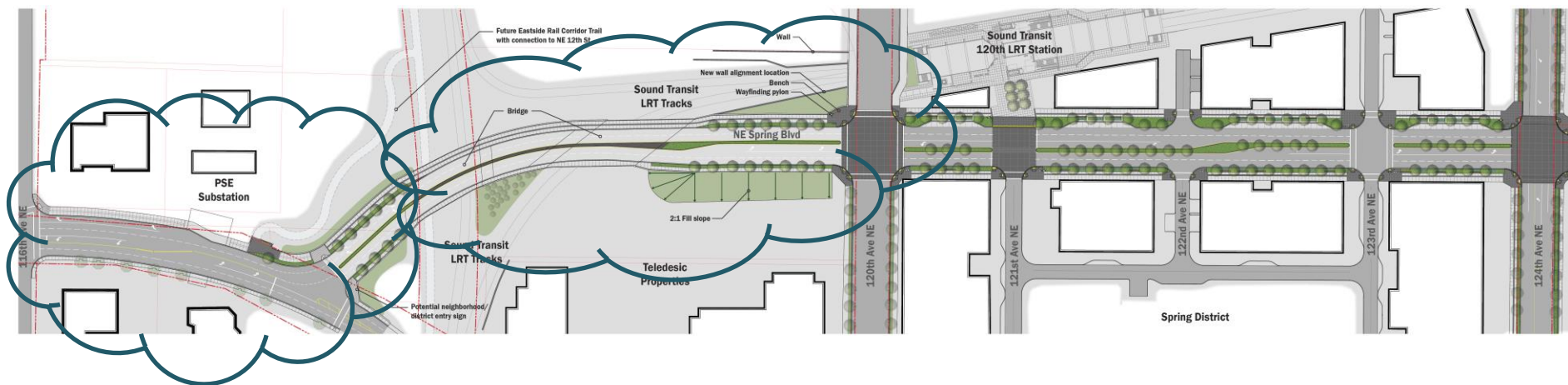
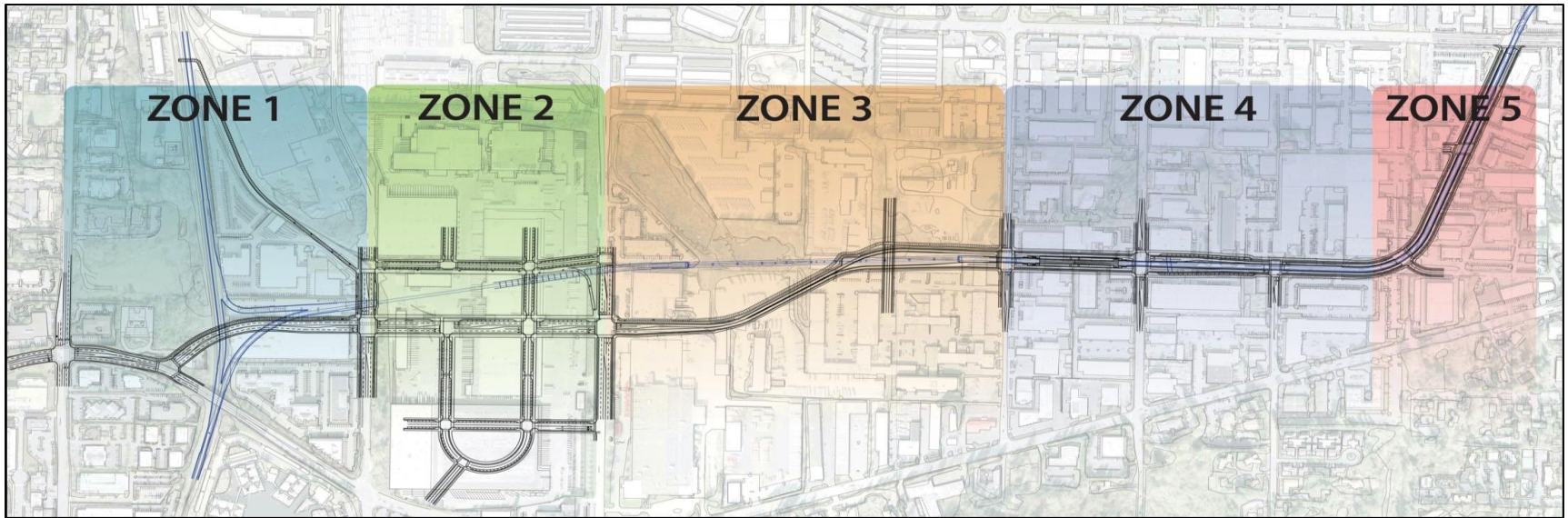
Feedback?

BelRed Transportation Improvements

Map Number	Project Name	Project Manager	Funded Phase	Current Status
①	120th Avenue NE	Paul Krawczyk / Steve Costa	Stage 1 - Complete Stage 2 & 3 - Construction Stage 4 - Design	Stage 1 - Complete Stage 2 - Construction Stage 3 & 4 - Design
②	NE Spring Boulevard	Steve Costa / Rick Logwood	Zone 1 - Construction Zone 2 - Design Zone 3 & 4 - Planning	Zone 1 & 2 - Design Zone 3 & 4 - Planning
③	124th Ave NE	Marina Arakelyan	Phase 1 & 2 - Construction Phase 3 & 4 - Planning Phase 5 - Design	Phase 1 - Construction Phase 2 & 5 - Design Phase 3 & 4 - Planning
④	130th Ave NE	Steve Costa	Planning	Planning
⑤	134th Ave NE	Rick Logwood	Planning	Planning
⑥	Northup Way	Steve Costa	Construction	Construction
⑦	NE 4th Street	Marina Arakelyan	Construction	Construction



Spring Boulevard Zone 1



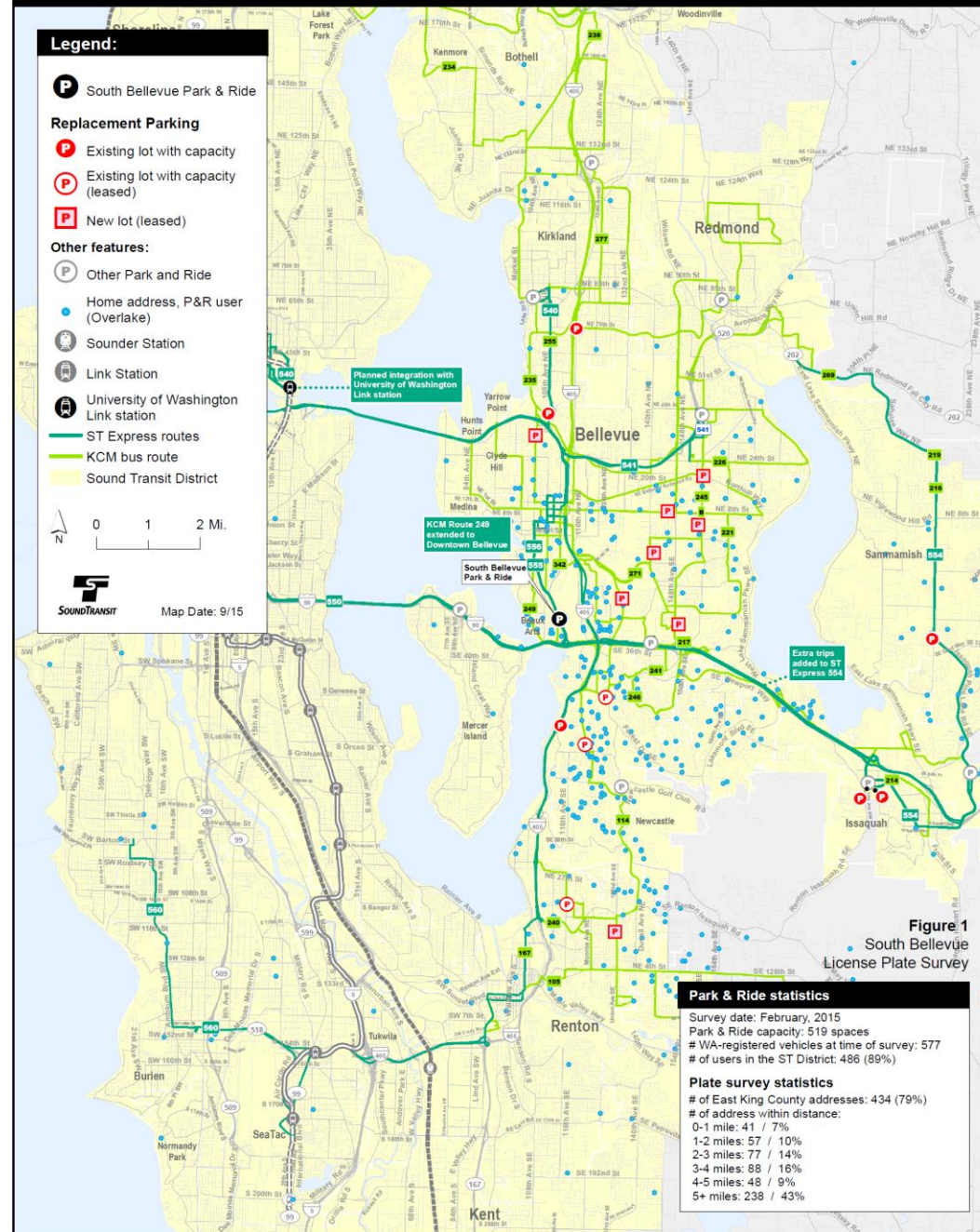
Spring Boulevard Zone 1

- Continued review, discussion and coordination with Sound Transit's contractor
- Investigating potential for City construction
- Seek Council direction February /March

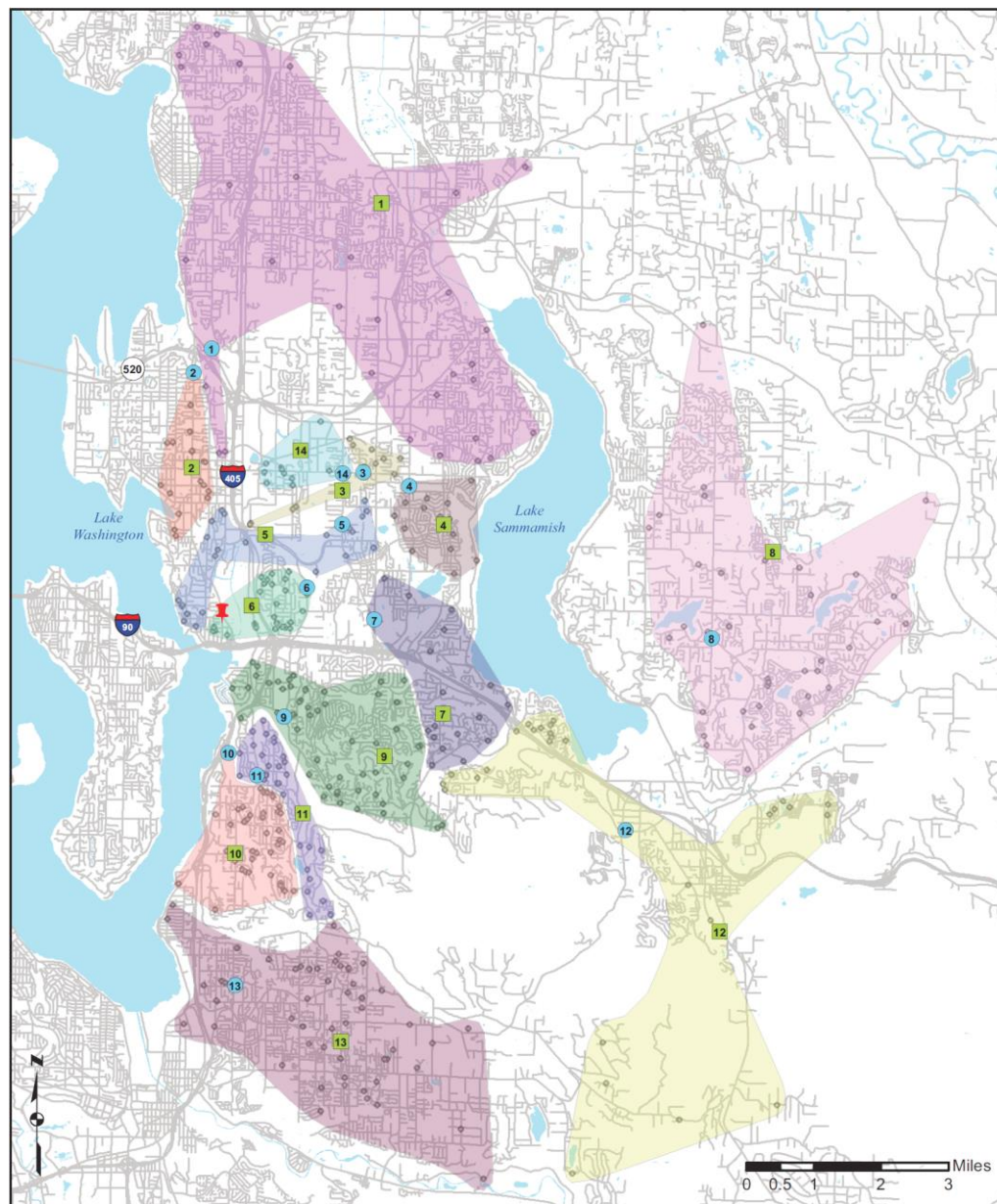
What's Ahead

February:	East Link Outreach Lead - Bellevue's Open for Business Spring Blvd Zone1
February/March:	Tunnel Construction OMSF LUCA Amendment
March:	OMSF Market Analysis NAIOP results
TBD:	Development Agreement

South Bellevue Replacement Parking



This map is accompanied by NO warranties.



Legend

- ★ South Bellevue P&R
- Transit Riders
- X Replacement Parking Lots
- Water Body
- X Travel Time Origins

FIGURE 2
Travel Time Groups

*South Bellevue Park-and-Ride
Replacement Parking Strategy*