

East Link  
Amended and Restated  
Memorandum of Understanding

Bellevue City Council

April 20, 2015

# Tonight's presentation

- Council Questions (Provided under separate cover)
- Brief overview of Amended and Restated MOU with focus on:
  - Key themes from public hearing
  - Permitting and Mitigation
- Discussion and Action on proposed Resolution 8903

# Council Questions

- Responses provided in desk packet
- Uploaded to East Link web site

# Elements of the Amended MOU

- Financial Reconciliation
- Operations and Maintenance Satellite Facility (OMSF)
- Project Permitting and Mitigation
- Project Coordination

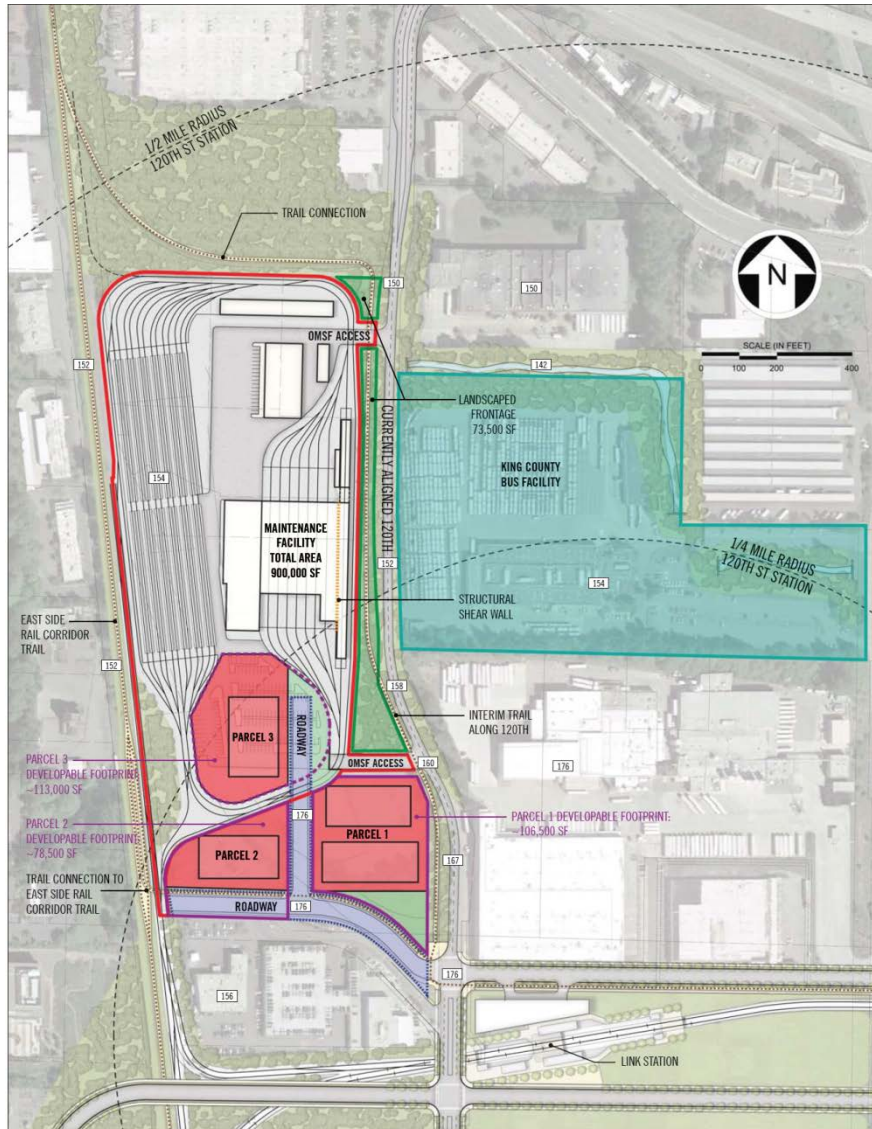
# Financial Reconciliation

- \$60 million contingent contribution eliminated
- \$100 million up front contribution will be met
  - Combination of property transfers and in-kind or cash contributions all within existing City budget;
- \$25 million payment from Sound Transit
  - East Link permitting and inspection fees
  - Additional property impacts (City Hall, Lincoln Center)
- City gains ownership of a number of Sound Transit properties – including 130<sup>th</sup> Ave NE Station
  - Opportunity for transit-oriented development with housing serving range of income affordability levels

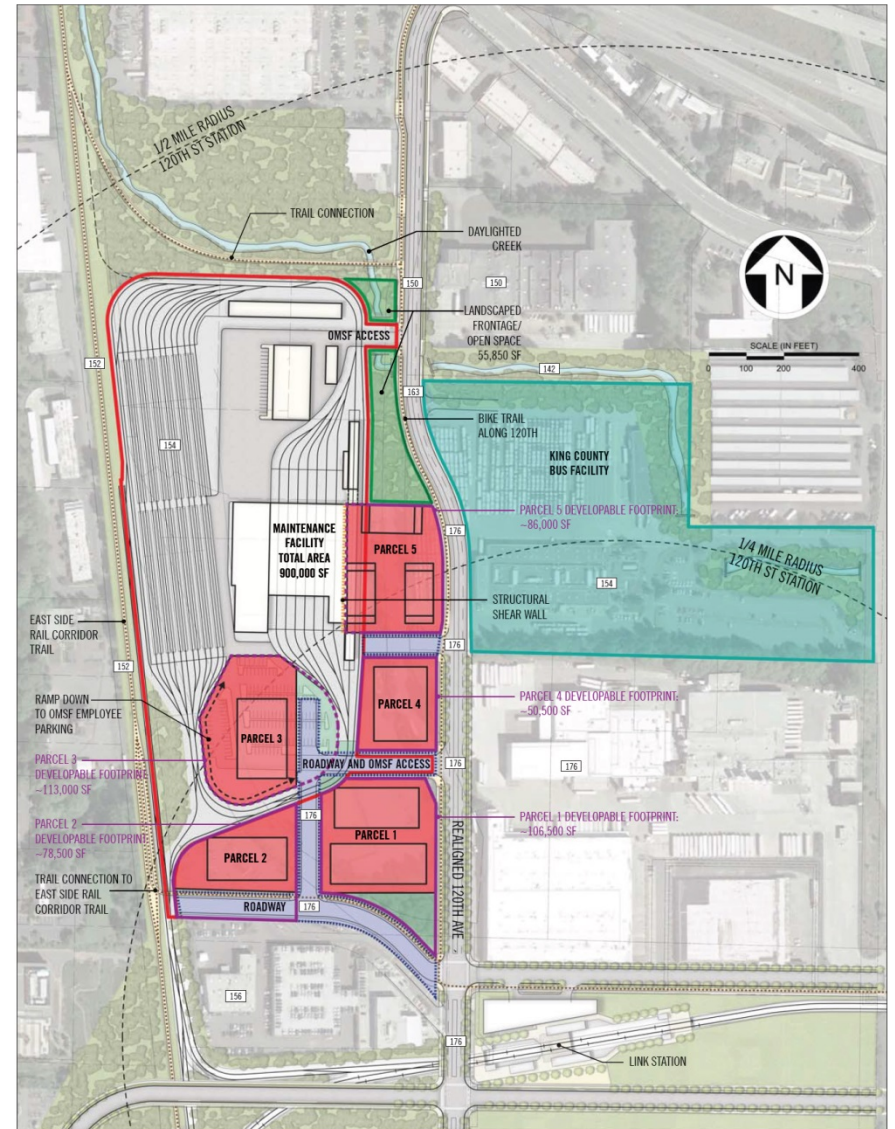
# OMSF

- MOU addresses design issues and mitigation standards if Sound Transit's preferred alternative adjacent to BNSF is final site
- Design allows for TOD parcels along 120<sup>th</sup> and south of site in 2 phases
- MOU establishes a number of mitigation requirements
  - Requires compliance with noise code, without regard to certain exemptions;
  - Requires infrastructure improvements, particularly ped/bike connections

# OMSF – Phase 1 and Phase 2



DEVELOPMENT SCENARIO - PHASE 1



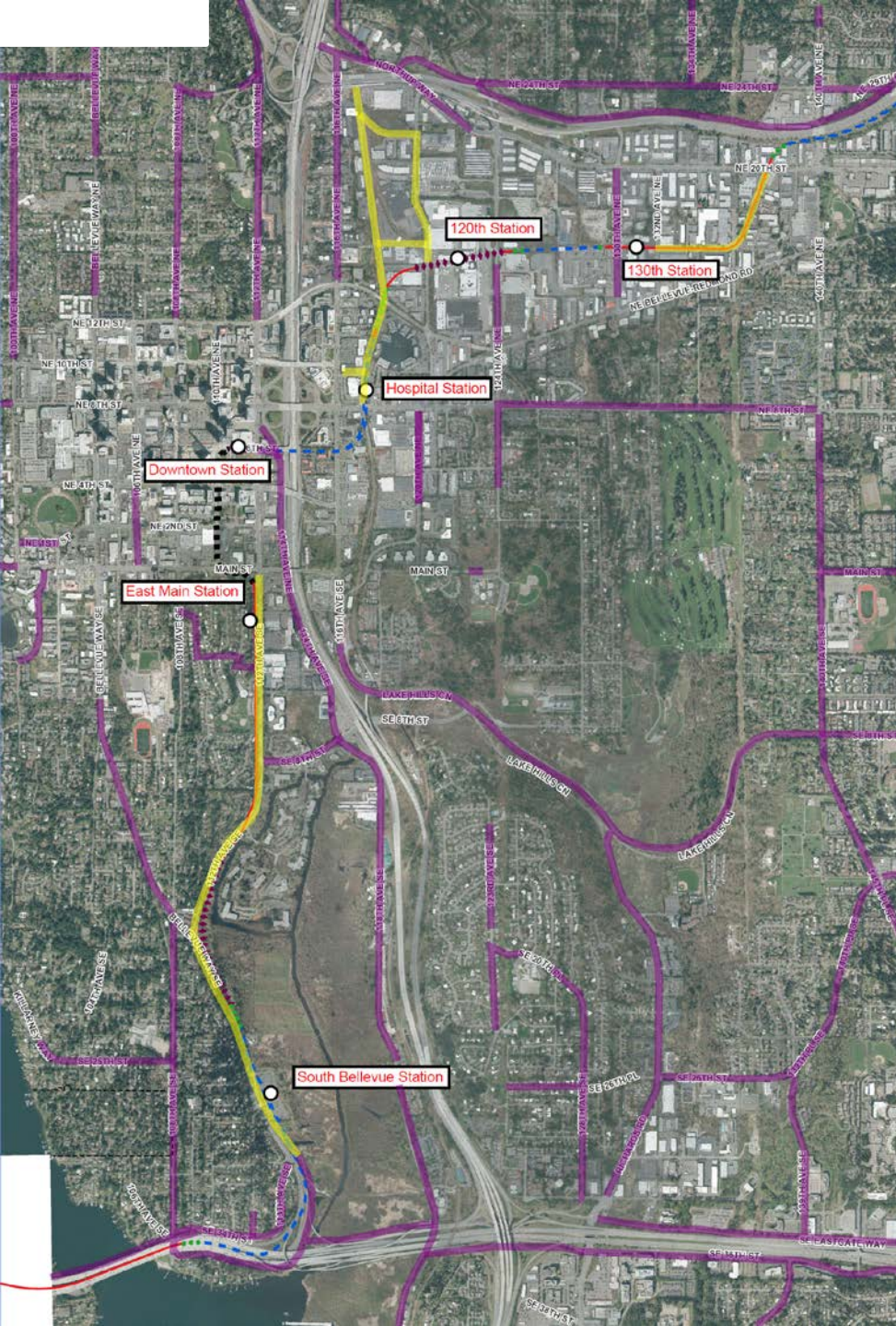
DEVELOPMENT SCENARIO - PHASE 2

# OMSF – key comment themes

- Still don't like the BNSF site, but there is promising mitigation outlined in the agreement
- Move forward with signing the amended MOU, but accelerate the development agreement for greater certainty
  - Current timing keyed off of final site selection;
  - Agreement establishes goal of facilitating development on Phase 1 parcels concurrent with or close in time with commencement of East Link operations;
  - Final site selection and federal Record of Decision anticipated fall 2015
- Ensure safe bicycle connections along route (general)



# Existing Bike Facilities and Bike Facilities To Be Built with East Link



## Eastlink Route

- At Grade
- Elevated
- Retained Cut
- Retained Fill
- Subway
- Existing Bike Facility
- Bike Facility built by Sound Transit



# Project Permitting and Mitigation

- MOU provides increased certainty for City
  - Environmental mitigation
  - Noise mitigation
  - Construction maintenance of traffic
- MOU provides increased certainty for Sound Transit
  - Timely permitting review and approval
  - Fixed fee for East Link permit review, approval and construction inspection

# Permitting/Mitigation – key comment themes

- Noise mitigation
  - Provide exceptional noise mitigation in the Enatai neighborhood
  - Construct the noise walls before completing other construction work
  - Do not over design the noise walls so that they block views of the Mercer Slough
- Traffic mitigation
  - Keep four traffic lanes available on Bellevue Way to reduce construction impacts
  - Provide stronger language regarding maintenance of traffic during construction
- Mercer Slough Nature Park
  - The mitigation in the Mercer Slough is well planned
  - The Mercer Slough will be irreparably damaged

# Noise – MOU Provisions

- Consistency with noise code for train operations handled through permitting process;
- Exhibit O to MOU requires installation of all noise mitigation identified through permitting process
- MOU also provides for:
  - 3-year noise monitoring period early in the project with appropriate corrections
  - Early installation of noise walls where feasible
- **New since public hearing:**
  - specific requirement for temporary walls around the south tunnel portal construction area

# Traffic – MOU Provisions

- Generally handled through City's right-of-way use and other permitting processes;
- MOU provides:
  - Encourage collaboration and use of variety of techniques to minimize disruption in sensitive corridors
  - Use of contract penalties to discourage closures and interruptions of extended duration;
  - City's Neighborhood Traffic Safety Services group will coordinate efforts to address any impacts in neighborhoods
  - City-led outreach focused on broad marketing efforts during construction
- **New since public hearing:**
  - collaboration between ST, Contractor and City to minimize lane closures and good faith efforts to maintain 4 lanes on Bellevue Way SE

# Park Mitigation – MOU provisions

- Specific environmental mitigation handled through permitting process
- Exhibit O to MOU details a number of requirements
- Number of parks impacted by East Link with specific mitigation plans (graphics follow)
  - Mercer Slough
  - Surrey Downs
  - Bel-Red mitigation/future park site (former Safeway property)
  - Pedestrian/Bicycle facilities



# Sweyolocken Mitigation Site



# Renderings of Winters House and New Blueberry Farm Retail

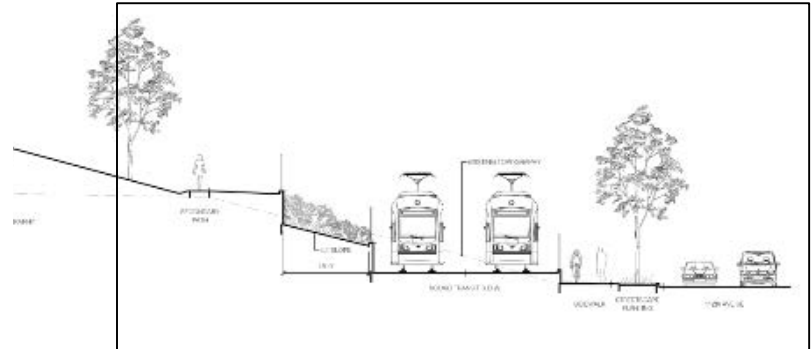
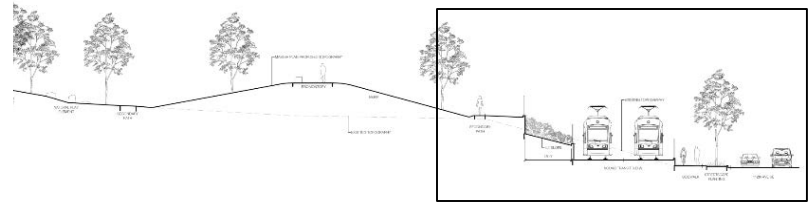




# Surrey Downs Park

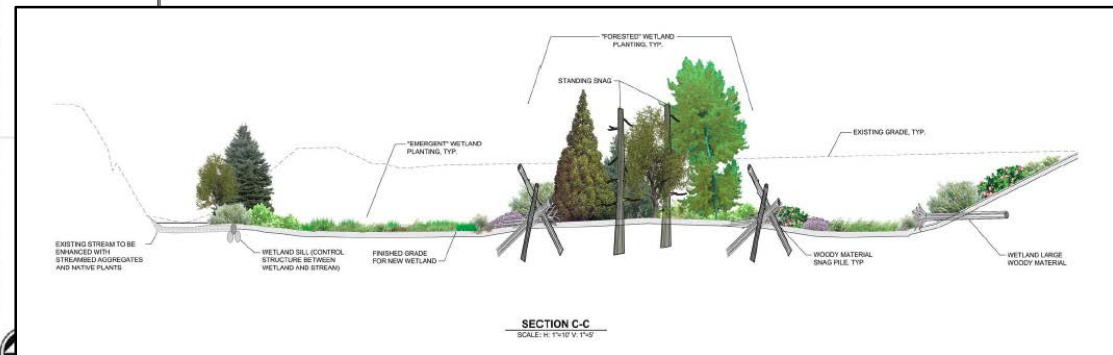


- PARK PORTAL
- ENTRY GROVE
- PICNIC SHELTER, TYP.
- SPORT COURT
- RESTROOMS
- TOT PLAYGROUND
- PLAYGROUND
- NATURAL PLAY
- PARK PORTAL
- SECONDARY PATH
- BERM PROMONTORY
- WOODLAND MAZE
- OVERLOOK
- CANOPY FOREST
- MAIN LOOP PATH
- PROMONTORY GROVE
- PICNIC TABLE, TYP.
- BENCH, TYP.
- PARK PORTAL



PARK PORTAL

# West Tributary to Kelsey Creek – Mitigation Site



# What's Still Remaining

- Project permitting
- CAC continued input
- Construction permits

# Action Requested Tonight

- Action on Proposed Resolution 8903, approving:
  - Amended and Restated Umbrella MOU
  - Second Amendment to the Transit Way Agreement
  - Three Party Agreement

# Discussion



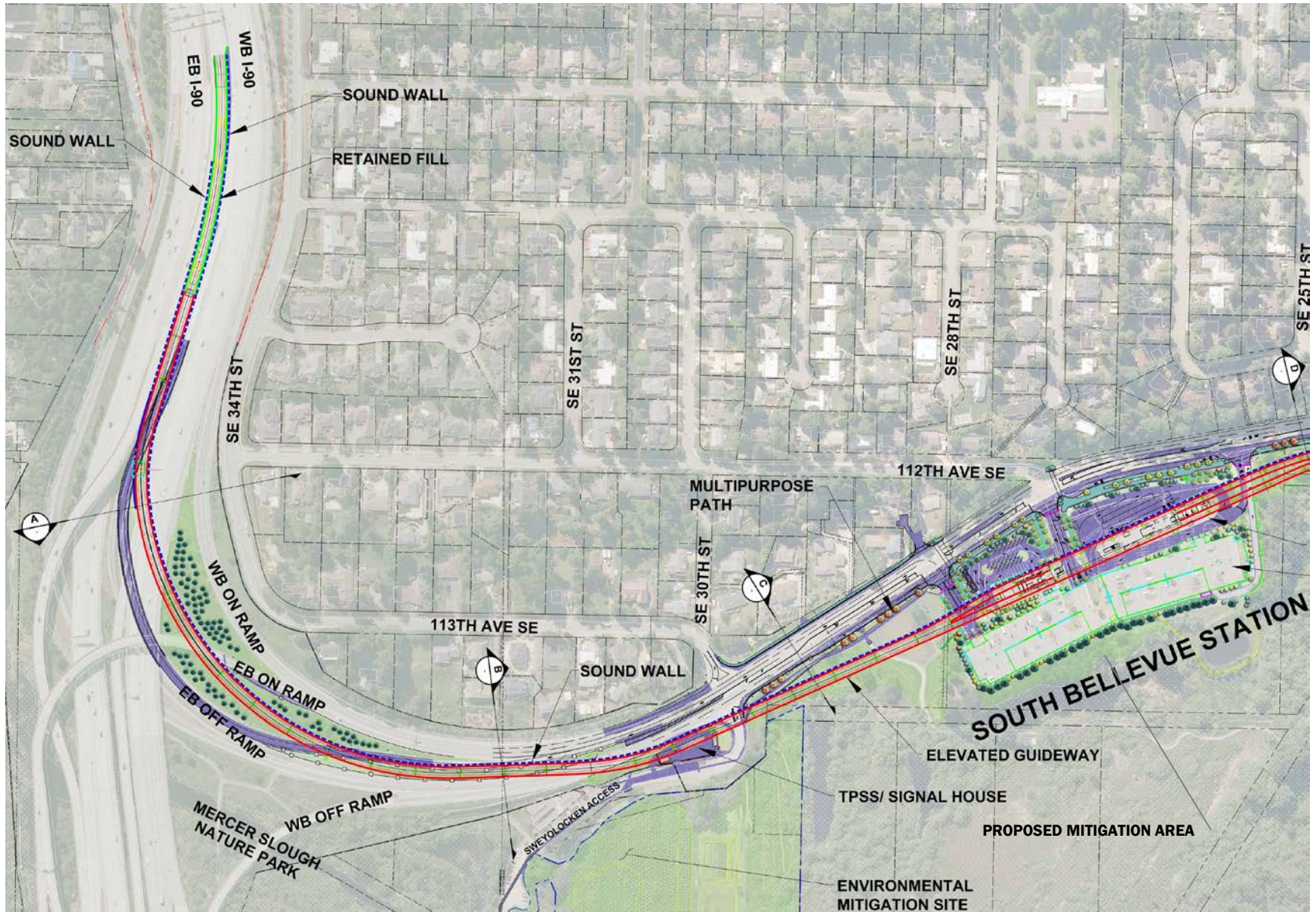
# Proposed Amendment to Resolution

- Transportation Director to use best efforts to devise mitigation for minimizing Bellevue Way SE impacts (new Section 4)
  - 4 lanes of travel as much as possible;
  - 2 lanes of travel in peak direction when not possible
  - Additional whereas provision supporting new Section
- When issuing variances from construction noise hours, departments shall consider mitigation plans applied in Seattle for similar noise variances (new Section 5)
  - Includes standards for permanent and temporary noise walls, noise control and monitoring plans, and outreach
  - Additional whereas provisions supporting new Section

- Additional detail slides – Mercer Slough/South Bellevue plan sheets

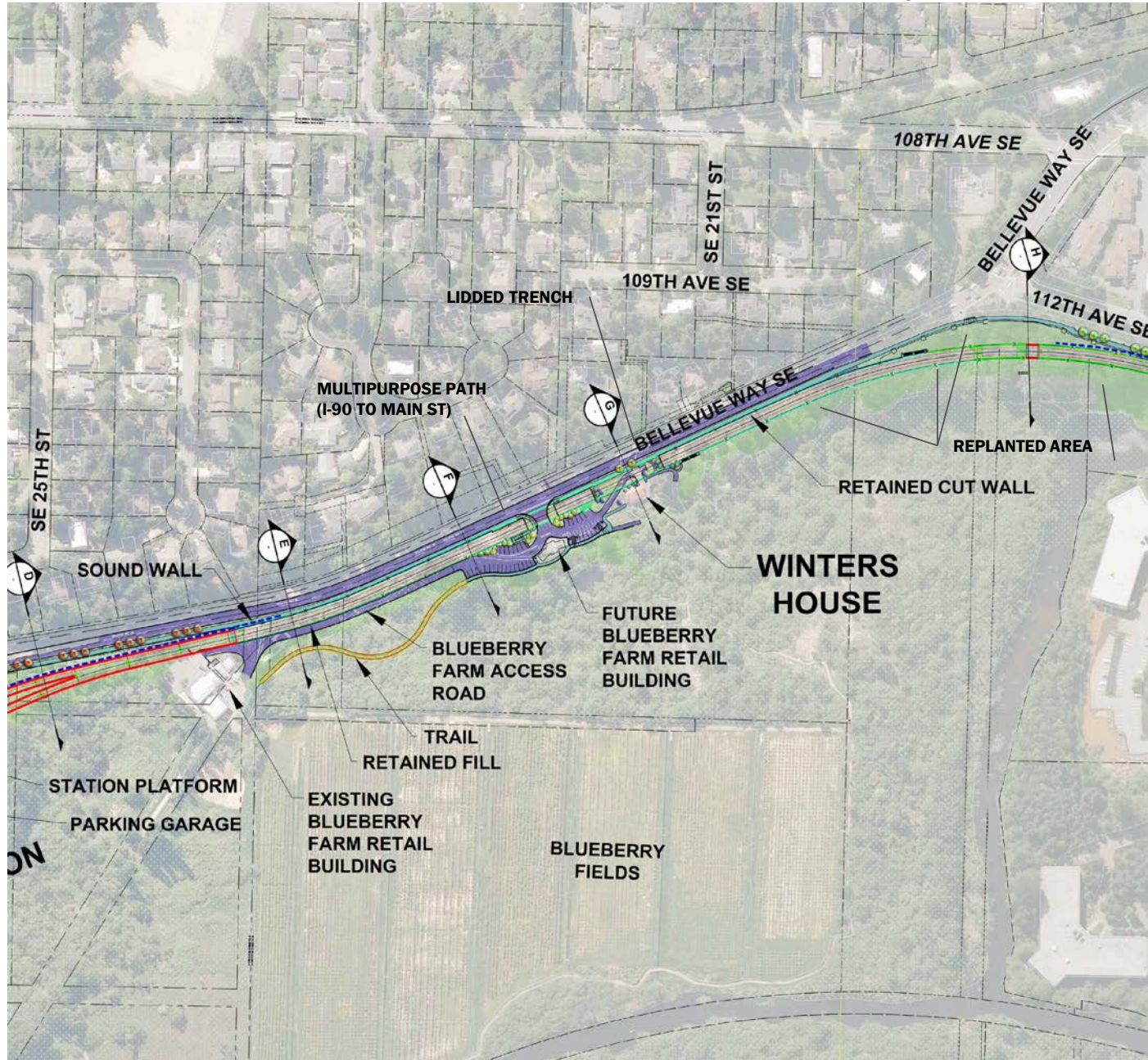


# South Bellevue – Bellevue Way SE



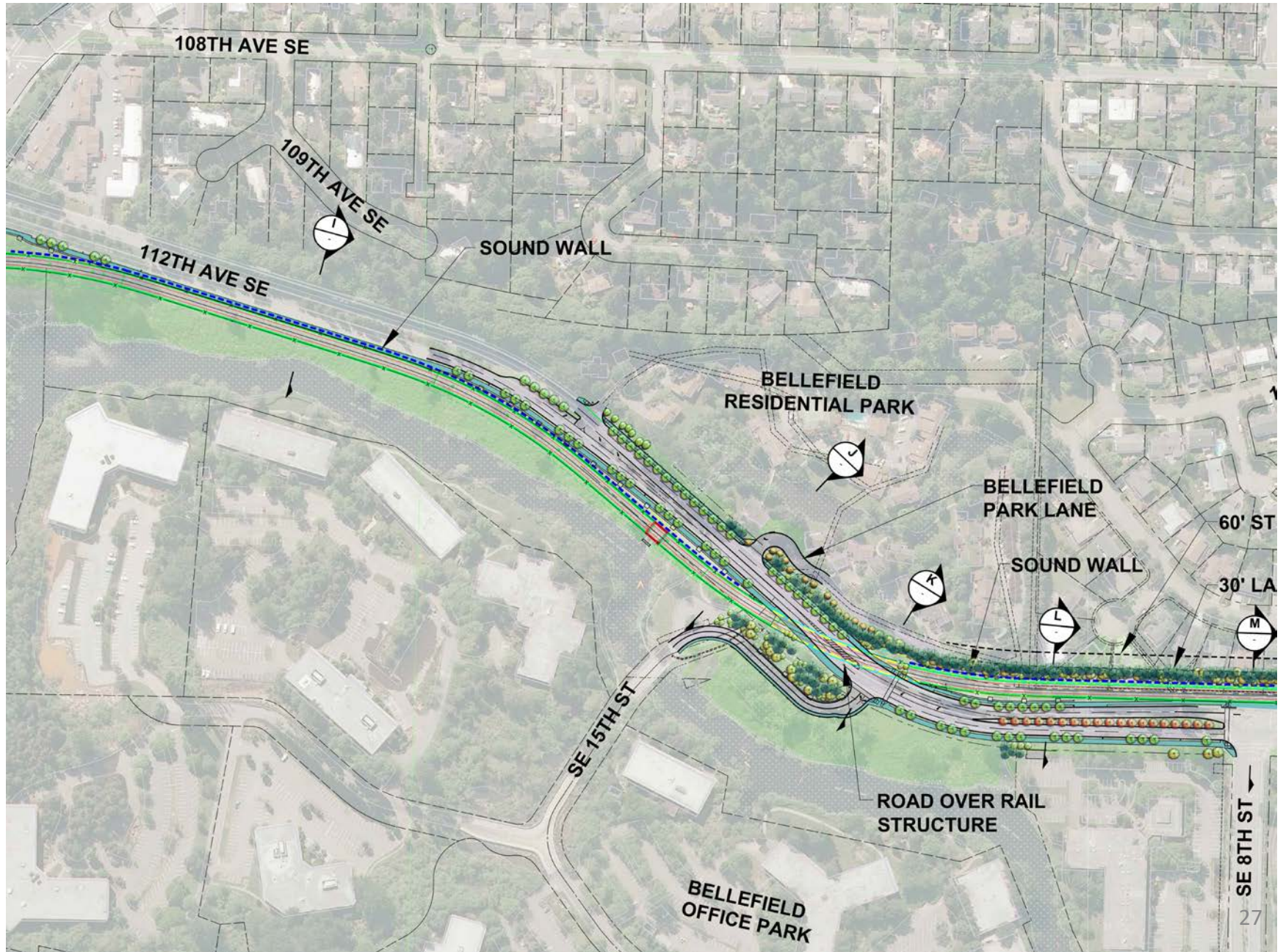


# South Bellevue – Bellevue Way SE





# South Bellevue – 112<sup>th</sup> Avenue SE





# South Bellevue – 112<sup>th</sup> Avenue SE

