

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Extended Study Session

May 11, 2015
6:00 p.m.

Conference Room 1E-113
Bellevue, Washington

PRESENT: Mayor Balducci¹, Deputy Mayor Wallace, and Councilmembers Chelminiak, Lee, Robertson, Robinson, and Stokes

ABSENT: None.

Kirkland City Council:

Mayor Amy Walen, Deputy Mayor Penny Sweet, and Councilmembers Jay Arnold, Dave Asher, Shelley Kloba, Doreen Marchione, and Toby Nixon

1. Executive Session

Mayor Balducci called the meeting to order at 6:05 p.m. The Executive Session was moved to the end of the meeting due to the joint meeting with the Kirkland City Council.

2. Oral Communications

Oral Communications were moved to occur following the joint meeting discussion.

3. Study Session

(a) Special Joint Meeting with Kirkland City Council

Mayor Balducci opened the meeting and said this appears to be first time these two Councils have met. She recalled Bellevue's previous meeting with the Redmond City Council and suggested the three cities might want to meet together in the future.

Redmond Mayor Amy Walen provided opening comments.

Councilmembers from both cities introduced themselves and identified how long they have served their respective cities.

¹ Mayor Balducci left the meeting at 8:22 p.m.

(1) Overview of Bellevue Council's Vision and Key Initiatives

Dan Stroh, Planning Director, provided a broad overview of key initiatives under the seven strategic target areas of the Council Vision adopted in 2014. He presented information on the growing population and increasing diversity. He described the Council's adoption in December 2014 of The Diversity Advantage cultural diversity plan.

Mr. Stroh presented information on employment in Bellevue and major development underway. He said the Economic Development Strategic Plan was adopted in 2014 to align the efforts of the Council, staff and partners.

Mr. Stroh highlighted the four elements of the newly-adopted East Link Amended Memorandum of Understanding (MOU) with Sound Transit: 1) financial reconciliation, 2) Operations and Maintenance Satellite Facility (OMSF), 3) project permitting and mitigation, and 4) project coordination.

Mr. Stroh provided a brief overview of major new parks and cultural facilities including the Bellevue Youth Theatre at Crossroads Park, Bellevue Botanical Garden Visitor Center, Mercer Slough Environmental Education Center, and the future Meydenbauer Bay Waterfront Master Plan. He said the Council has also identified a "Grand Connection" between the waterfront and the Wilburton area/Eastside Rail Corridor as a priority.

Mr. Stroh commented on the City's commitment of \$20 million, with conditions, to the Performing Arts Center Eastside (PACE) Tateuchi Center project. He said a new Council priority is to develop a comprehensive affordable housing strategy, including future transit-oriented development (TOD) at the 130th Avenue East Link light rail station in the Bel-Red corridor. The August Wilson Place development is opening soon in Downtown Bellevue.

Mr. Stroh highlighted past and ongoing cooperation between Kirkland and Bellevue in a number of areas including: A Regional Coalition for Housing (ARCH), human services, Cascade Water Alliance, WRIA 8, public safety and mutual aid, South Kirkland Park and Ride, Bellevue-Kirkland-Redmond (BKR) traffic model, NORCOM 911 dispatch center, and the Eastside Public Safety Communications Agency (EPSCA).

Mayor Balducci noted that Bellevue's adopted priorities for 2014 and 2015 are included in the meeting packet.

Mayor Walen observed that Bellevue and Kirkland have many common interests and face similar challenges. She said Kirkland's work program is included in the meeting packet. She noted that Kirkland completed a major annexation in recent years. She commented on the planned redevelopment of Park Place and of the Totem Lake area.

(2) Topics of Mutual Interest and Cooperation

a. Regional Transportation Planning

Mayor Balducci recalled past support by both Councils of the 5-cent and 10-cent gas tax packages. Tonight the focus is on three major topics: 1) continued collaboration regarding I-405 and SR 520 projects, 2) Sound Transit's long-range plan and ST 3 package, and 3) Metro's long-range planning.

Ms. Balducci said the completion of the East Link Amended MOU with Sound Transit is an important milestone in developing high-capacity transit on the Eastside, and construction is scheduled to start early next year.

Paula Stevens, Bellevue Assistant Director of Transportation, led the discussion, beginning with comments on the importance of I-405 and SR 520 projects for both cities. Bellevue has developed interest statements on a number of transportation topics, which are included in the meeting packet. She acknowledged that Bellevue and the region are waiting for a transportation package from the state legislature.

David Godfrey, Kirkland Transportation Engineering Manager, said funding for the interchange at NE 132nd Street and I-405 is a high priority for enhancing access to the Totem Lake area.

Councilmember Asher suggested that it is time to get together again as a sub-region to look to the future and to jointly advocate for transportation funding.

Deputy Mayor Wallace expressed concern that, if I-405 and SR 520 are not funded, the SR 520 bridge project will not be completed despite the significant expenditures to date and the implementation of tolling. He noted that the lack of a transportation package will likely affect jobs for transportation employees.

Deputy Mayor Sweet said she believes there will be a transportation package this year. However, she encouraged that cities begin working together, including sharing their legislative agendas, to have a stronger influence in Olympia for the next session.

Councilmember Lee expressed support for the idea of working together and asserting the Eastside's regional leadership and needs.

Councilmember Robertson concurred with the suggestion to work together more closely and to share state legislative agendas to identify common issues and priorities. Mr. Robertson said she believes it would be powerful to have Councilmembers from the Eastside cities working together with the state legislature.

Councilmember Stokes suggested establishing a working committee involving multiple cities prior to finalizing their respective legislative agendas. He believes it would be helpful to start working together earlier in the process, especially in the area of transportation funding and priorities.

Mayor Balducci summarized that she heard an interest in working together more closely on transportation advocacy in general, including perhaps a joint legislative statement and joint lobbying in Olympia.

Referring to Councilmember Asher's comment about looking to the future, Mayor Balducci said there is an initiative at the Puget Sound Regional Council (PSRC) called the Transportation Futures Task Force, which is discussing the future of transportation funding as the gas tax declines over time.

Continuing with the presentation, Ms. Stevens observed that there is an opportunity for Eastside communities to influence the Long Range Plan that Metro is working to complete by late 2016. In July 2014, the Council adopted the Transit Master Plan (TMP), which provides guidance to staff in planning and advocacy work. The underlying premise of Bellevue's TMP is a frequent transit network, which ensures that the most productive routes receive the most service. Ms. Stevens said the TMP was helpful in advocating with Metro in 2014 to prevent the elimination and reduction of service for bus routes serving Bellevue and Kirkland (i.e., routes 234, 235 and 245).

David Godfrey, Kirkland Transportation Engineering Manager, said their Transportation Master Plan is setting the stage for some of the high-level principles needed for transit. He said Bellevue has produced an excellent plan. He believes that both cities recognize that, while transit services are provided by other agencies, cities can influence the process of the deployment of service. Responding to Deputy Mayor Sweet, Mr. Godfrey said Kirkland reviewed Bellevue's plan in developing Kirkland's plan.

Councilmember Asher said the Regional Transit Committee has discussed a concern that Metro's 2016 long-range plan might not reflect current regional modeling and might instead be based on older data and modeling. He said the RTC has not received a clear response to its concerns.

Councilmember Lee recalled the work of the Regional Transit Task Force (RTTF) which identified cost savings and efficiencies. Mr. Lee said he is interested in the recommendation to determine the potential for delivering transit services through private-public partnerships. He suggested that perhaps Eastside cities could ultimately follow the Microsoft model of providing alternative transit services. He would like that to be a topic for future discussions.

Councilmember Chelminiak said Bellevue's TMP adopted thoughtful policies based on the importance of service frequency in making it more convenient and attractive to use the bus. He said Metro's way of looking at the efficiency and effectiveness of routes is less favorable to the Eastside. However, RapidRide lines are working well. Mr. Chelminiak expressed an interest in the policies for the allocation of services based on social equity and, as noted by Mr. Lee, the policies to address alternative services.

Mayor Balducci said that, during the first round of the Regional Transit Task Force (RTTF), Bellevue Mayor Grant Degginger served on the committee. He and Jim Stanton (Microsoft) focused on the issue of system performance and performance measures. They have recently indicated that they believe significant improvements have been made in Metro services.

Mayor Balducci suggested identifying the measures that are most important for the Eastside and requesting regular reporting from Metro. This would be helpful in looking at the Eastside as a system. She said transit formerly followed the 40/40/20 approach that allocated a certain amount of service by subarea anytime there were new dollars. That ultimately went away but has not been replaced with anything. She observed that the Eastside is not monitoring the specific criteria needed to enable cities to judge the level of service.

Councilmember Stokes spoke to the need to put planning into action and implementation. He said perhaps there is a more effective way for cities to work together.

Councilmember Asher said that, last year, the Eastside Transportation Partnership discussed creating an Eastside plan. It has been done in the past but not recently, and he recalled that it was an effective approach. He observed it would be more effective to look at Metro and Sound Transit together as an overall transit system.

Deputy Mayor Wallace agreed with Mr. Asher that the Eastside Transportation Partnership could be more effective and proactive. He suggests working on a group that is Bellevue-Kirkland-Redmond focused at the core and staffed by the cities' transportation staff.

Mayor Balducci summarized the key takeaways from this section:

- Follow up to determine whether Metro's 2016 long-range plan will be based on past or updated transit modeling. Request specific performance data and share reports on overall Eastside system performance.
- Establish an Eastside forum to focus specifically on Eastside transit issues and service effectiveness.

Moving on, Ms. Stevens said the Sound Transit 3 (ST3) package has eight core priorities. The four of most importance for Bellevue are: 1) integration with other transit operators and transportation systems; 2) connecting the region's designated centers with high-capacity transit; 3) bus rapid transit (BRT) on I-405; and 4) retaining express bus service.

Mr. Godfrey said Kirkland would like BRT from I-405 to access their downtown, Totem Lake areas, and East Link light rail connections.

Responding to Councilmember Robertson, Ms. Stevens said staff will provide a briefing to the Council on June 8 regarding Sound Transit's long range plan. The deadline for comments on the priority project list is July 19.

Mayor Balducci indicated that the Sound Transit Board would like staff to prepare a ballot measure that could potentially be on the ballot in 2016.

Councilmember Robertson suggested that the Eastside cities create a joint interest statement, to the extent possible given the timeframe.

Councilmember Arnold noted that Sound Transit's light rail through Bellevue is less than one mile from the South Kirkland Park and Ride/TOD. Sound Transit has said they will work on a trail from the Hospital Station to SR 520. He suggested working with King County and Sound Transit on closing the gap to extend to the Park and Ride. He said the Eastside Rail Corridor provides the opportunity for connections as well.

Councilmember Asher observed that both cities support the SR 520 bike connection underneath I-405. He suggested that the next increment should be a connection to the Eastside Rail Corridor.

Mayor Balducci said it would be wonderful to complete that connection and the 520 regional trail, extend the Cross Kirkland Corridor into Bellevue, and complete links to the Mountains to Sound Greenway.

Responding to Councilmember Chelminiak, Councilmember Arnold said Kirkland adopted a master plan for the Cross Kirkland Corridor that envisions both a walking trail and high-capacity transit, without specifying a particular mode of HCT. However, Kirkland feels heavy commuter rail (i.e., Sounder train) is not appropriate for the corridor.

Mayor Balducci said there are transit advocates who have put together a concept of an interconnected BRT system called the BRISK (Bellevue Redmond Issaquah Seattle Kirkland) network. She noted that Bellevue's interest statement specifies rail, and she does not believe the Council meant to preclude the possibility of a BRT system. She suggested the Bellevue Council might want to consider broadening the language to align better with Kirkland's interest statements. Councilmember Kloba confirmed that the Kirkland Council was careful to avoid using "rail" and instead referred to high-capacity transit.

Mayor Balducci suggested moving forward with developing a joint interest statement with Redmond and Issaquah, as suggested by Councilmember Robertson. Ms. Balducci said this is worth a targeted meeting in the near future with representatives from the four cities to try to pull something together.

b. Cross Kirkland Corridor and Eastside Rail Corridor

Mayor Balducci said she biked the Cross Kirkland Corridor earlier in the day with a group invited by the Cascade Bicycle Club. She introduced Kari Page, Cross Kirkland Corridor Coordinator, who also participated in the bike ride.

Ms. Page provided a history of the multi-use trail that opened in January 2015. The trail was purchased in 2012, and the trail received grant funds as well as local Parks Levy funding. The Master Plan was finalized and construction began in 2014. Ms. Page said there are 14 parks within 2,000 feet of the corridor, as well as schools, businesses, residents, and transit.

Ms. Page described the role of the Cross Kirkland Corridor as a catalyst for economic development including zoning changes to create opportunities for businesses along corridor (e.g., microbrewery, wineries, etc.). Ms. Page showed a number of slides depicting the trail and current

and future uses, including public art, open space, community activities, residential, and mixed use development.

Pam Bissonnette, Bellevue Interim Deputy City Manager, said there are approximately eight miles of rail corridor in Bellevue, which is mostly owned by King County. The Comprehensive Plan addresses coordinating with other jurisdictions to develop the rail corridor. While the Eastside Rail Corridor (ERC) Regional Advisory Council (RAC) consists of owners of the right-of-way, Bellevue is an associate member of that group.

Ms. Bissonnette said the Bellevue City Council adopted an interest statement in 2013 supporting multiple uses, including transit, for the corridor. The Council allocated \$1 million in Capital Investment Program (CIP) funding for 2015-2016 for development of the corridor. Council approved an MOU with Sound Transit and King County in which Sound Transit will build a section of the corridor from SR 520 to the Hospital Station.

Councilmember Asher thanked Bellevue for negotiating that trail segment. Ms. Bissonnette noted Bellevue's interest in working with others to complete additional gaps in the trail.

Mayor Balducci commented on Bellevue's desire to connect to the Central Kirkland Corridor. She suggested collaborating to work with and through the ERC RAC to pursue agreements with owners along the rail corridor. She acknowledged that significant resources will be needed, but she believes outside sources are available for funding as well. Ms. Balducci said this would be a great joint priority for Bellevue and Kirkland. She suggested developing a statement of joint commitment for completing a continuous trail through both cities.

Councilmember Robinson concurred and would like to see a way to expedite this effort. She expressed an interest in information regarding the sales of the actual rails and how that worked with Kirkland's budget.

Councilmember Asher said the City of Kirkland made money by selling the rails, which was allocated to developing the corridor.

Deputy Mayor Wallace suggested sending a letter to the County as a first step. He noted their recently adopted Parks levy. He concurs with Kirkland's interest in placing transit on the corridor, and he suggested working proactively with Sound Transit on this goal. He said the dominant conversation seems to be about extending light rail to Redmond and Issaquah. He said the vast majority of trips accessing Downtown Bellevue are coming north and south on I-405, not from I-90. Transit on the Cross Kirkland Corridor would be a clear win for Bellevue, and it would likely enable obtaining resources in the new ST3 package for trails and other features along the corridor.

Mayor Balducci noted general agreement with Mr. Wallace's comments.

Councilmember Asher observed that this fits within Sound Transit's framework and the long-range planning of the Kirkland-Bellevue-Issaquah corridor. Responding to Mayor Balducci, he said he is referring to high-capacity transit without specifying a mode at this point. Mr. Asher

said Kirkland has received funding to provide an elevator and stairs from the Park and Ride to the Cross Kirkland Corridor.

Councilmember Stokes expressed support for the project and observed that it is feasible if the two cities work together.

Councilmember Marchione said the proposed ST3 package does not contain anything specifically for the City of Kirkland. She suggested that enhancing the trail and access to it would go a long way in gaining voter support for the ST3 package.

Councilmember Robinson said she was pleased to hear that 80 percent of parking spaces at the South Kirkland Park and Ride and at the Village at Crossroads are being used. She believes this demonstrates that, if alternative modes of transportation are available, people will use them. Councilmember Arnold concurred but noted that buses using the South Kirkland Park and Ride are standing room only, even late into the evening.

Mayor Walen commented on the heavy use of the trail by the public. She would like to schedule a tour of the corridor for the Bellevue City Council.

Mayor Balducci suggested starting with a letter expressing joint support for the extension of the trail. Other takeaways regarding the ST 3 package Interest Statement are:

- Support for Sound Transit providing transit services on the Kirkland north-south corridor, and potentially contributing to the continued development of the trail portion of the corridor.
- Potentially include the concept of the Kirkland-Bellevue-Issaquah connection as part of the ST 3 package.
- Bellevue and Kirkland are eager to move forward with these initiatives, and would like to tour the CKC together.
- Councilmember Robertson would like the ST3 package to include routing the trail/corridor through Bellevue across NE 8th Street with a pedestrian-bike overcrossing.

c. Men's and Women's Winter Shelters

Mr. Stroh said shelters are a priority for both City Councils. The interim men's shelter in Bellevue will continue for approximately one more year. A Regional Coalition for Housing (ARCH) is engaged in trying to meet the need as well.

Eric Shields, Kirkland Director of Planning and Community, said Kirkland hoped to work with Imagine Housing, a nonprofit provider, for a shelter at their site in the Totem Lake area. However, Imagine Housing does not have plans to add a women's and children's shelter, and Kirkland will work to identify another site.

Mayor Balducci said her personal opinion, not yet discussed by the Council, is that shelters should be dispersed throughout the Eastside. She supports Bellevue's continuing to host the men's shelter and Kirkland's efforts to site a women's shelter.

Councilmember Robinson commented on the Housing First model and questioned how that might fit into this region. Mr. Shields believes the concept can be implemented if an appropriate site can be located. Ms. Robinson said experience in other parts of the country indicates that supportive housing is the best start for helping people get on their feet and permanently away from homelessness.

Councilmember Nixon said he would like to have a discussion about tent cities. Mayor Balducci said this would be good timing. Bellevue's consent decree regarding tent cities is expiring at the end of this year.

Councilmember Robertson concurred. She said it is important to integrate capital investments with social services for the most effective approach. She said shelters need to be sited correctly, and cities need to understand the needs of the shelters and the surrounding areas. She noted the need to consider youth-oriented businesses and uses adjacent to shelter and/or tent city sites.

Councilmember Asher commented on the need for funding, noting that he previously served on the ARCH Citizens Advisory Board. He observed that many individuals do not understand why they should care about housing. He believes an extensive education process is needed to secure funding.

Councilmember Kloba said housing provides the stability for greater success in treating addiction, mental health issues, and other factors. If people are helped and provided with their basic needs, they are less likely to engage in criminal behavior to obtain them.

Councilmember Chelminiak said Bellevue had a similar discussion with the Redmond City Council. He has served on the Committee to End Homelessness, and he believes the Housing First model is the best strategy. He noted that homeless youth have needs of their own. He prefers integrating programs within residential areas rather than directing all of the housing projects toward commercial areas.

Councilmember Stokes said he was encouraged by the discussion. He concurred with the importance of educating the public but said this will take funding and a focused effort.

Councilmember Robinson said other areas have found the Housing First model to be effective and efficient, resulting in significant cost savings.

Mayor Walen said Bellevue has shown great leadership in housing, and she is pleased to see Bellevue's commitment to siting a permanent men's shelter. She said the City of Kirkland is committed to providing a permanent women's shelter. She suggested that the two cities work together and that the Council direct staff to start working on identifying site alternatives.

Mayor Balducci recapped:

- She noted the suggestion by Councilmember Nixon to coordinate Eastside cities' regulations on homeless encampments. She believes this is a worthy effort to pursue.

- Both Bellevue and Kirkland will continue their efforts to site homeless shelters. Ms. Balducci concurred with Mayor Walen's suggestion about finding ways to jointly communicate both cities' commitment to providing these shelters.
- She endorsed the idea of coming up with a timeline for siting permanent shelters, with a target date of opening them in 2017.
- Mayor Balducci noted a common interest in continuing to explore other means of providing housing such as Housing First, rapid re-housing, and supportive housing methods.

d. Regional Solid Waste Transfer Plan

Joyce Nichols, Director of Intergovernmental Relations, said the goal of King County's Solid Waste Transfer Plan is to provide a geographically balanced and flexible system that meets the needs of the region without undue impacts on any one area. She said Bellevue would like to see a new Northeast transfer station considered as a possible addition in the future. The Factoria station is being rebuilt on its current site and is scheduled to reopen within the next year. She noted that the City of Kirkland also supports that the plan retain the option for a Northeast station in the future.

John MacGillivray, Kirkland Solid Waste Program Lead, said Kirkland has an MOU with the County for the closure of the Houghton station. He said it is an outdated facility that is no longer appropriate in the surrounding residential area. The original plan was that it would be closed by 2016, but that date moved to 2018 and now to 2021.

Mayor Balducci said both Councils agree about retaining the possibility for a Northeast transfer station. She does not understand the County's interest in precluding that option from ever occurring. She said Bellevue has been supportive of the closure of the Houghton transfer station.

Councilmember Nixon, Kirkland's member of the Sound Cities Association (SCA) public issues committee (PIC), said Woodinville and Redmond do not want the transfer station. He said Kirkland would consider siting it within their boundaries in an appropriate location.

Responding to Mayor Balducci, Ms. Nichols said the King County Council is slated to take action on the plan in June.

Councilmember Stokes said it is disappointing that other cities do not want a transfer station, yet they support expanding Bellevue's transfer station. He observed it is not realistic to expect that the northeast county will not need a transfer station.

Councilmember Lee said it would be a good idea for the Eastside cities to get together on this issue.

Councilmember Nixon observed that he does not see anything that would change Redmond's and Woodinville's position on a Northeast station. Mayor Balducci concurred but suggested considering one last attempt to retain the Northeast station in the County's plan.

e. Aquatic Center Planning

Mayor Walen said Kirkland is planning for a future multi-purpose community recreation facility housing a large pool. Kirkland has one outdoor pool and the use of one indoor pool at Juanita High School. Ms. Walen said Kirkland has been interested in a full-service indoor aquatic recreation facility for some time. The City of Kirkland has been exploring partners (public/cities-private) and the possibility of forming a Metropolitan Park District.

Jennifer Schroder, Kirkland Director of Parks and Community Services, recalled that, when Kirkland updated its Comprehensive Plan in 2001, the Council heard from a number of citizens who wanted an aquatic center. Since that time, the school district announced its plans to eliminate the Juanita High School indoor pool. The Council adopted policies in 2007 regarding the development of an indoor pool, and the City has been working to identify an appropriate site. The base pool plan developed by staff recommends a pool that is 32 meters by 25 yards, which provides 13 lanes. The current high school pool is only six lanes.

Ms. Schroder said there is a strong community interest in a 50-meter pool. However, that is not the typical size for a municipal facility. Other elements of the facility are a gym, multi-purpose room, and community meeting spaces. Ms. Schroder said one potential funding source is the creation of a Metropolitan Park District.

Mayor Walen said that, at one point, Kirkland thought it might have a partnership with Redmond. She said this would be a regional facility and Kirkland would like to find a way to partner with another agency. Responding to Mayor Balducci, Ms. Schroder said the option of a 50-meter pool has not been ruled out.

Mayor Balducci recalled that, some years ago, Bellevue conducted a feasibility study and analysis of the possibility of developing an aquatic center. She observed that Kirkland is well ahead of Bellevue in considering such a project. Ms. Balducci said that, if Kirkland is moving toward a date for a levy, Bellevue would probably slow the process down quite significantly without knowing whether a partnership would ultimately be supported.

Councilmember Stokes noted his past involvement with SPLASH and expressed support for a regional aquatic center. He said he was a competitive swimmer years ago. He observed that a Kirkland site along I-405 would be a good central location. He said this is a desirable regional facility and noted that the Tateuchi Performing Arts Center is envisioned as a regional facility as well. He is willing to take a new look at the idea of partnering to create an aquatic center.

Councilmember Robertson said there are two 50-meter pools in King County: Federal Way and West Seattle. Students from Bellevue sometimes go to Federal Way at 10:00 p.m. to be able to use the pool. She said an Eastside competitive pool would be a great asset.

Deputy Mayor Sweet said she is a strong supporter of a 50-meter pool. Ms. Balducci agreed with Deputy Mayor Sweet about continuing to have a conversation and said she thinks this type of sub-regional cooperation is the future. She noted that ARCH is a fantastic example of an effective regional cooperative effort.

Mayor Balducci said she will share her follow-up notes with staff. She thanked everyone for coming. Mayor Walen thanked the Bellevue Council and staff for their hospitality.

At 8:22 p.m., Mayor Balducci declared a short break, and Kirkland City Councilmembers departed.

The meeting resumed at 8:32 p.m., with Deputy Mayor Wallace presiding. He noted that Mayor Balducci had to leave the meeting.

(b) Oral Communications

- (a) Alex Zimmerman, President of StandUP-America, said he is running for Seattle City Council. He said Bellevue is not allowing sufficient time for oral communications. He told the public to not vote for Ms. Balducci in the next election. He questioned the dinner before this meeting and alleged that it is an improper use of funds. He expressed his opposition to Bellevue's use of red light camera enforcement. He asked the Council to start acting like civilized people.
- (b) Vandana Slatter introduced community leader Robert Shay, who has been the driving force behind the restoration of the WWI memorial in Downtown Park. She said the groundbreaking was held earlier that day, with Mayor Balducci and Councilmember Chelminiak present. She said Mr. Shay commissioned a sculpture for the restoration to honor WWI soldiers from Bellevue.
- (c) Robert Shay, Chaplain of VFW Post 2995, said he is fulfilling a commitment the community made to a group of women in 1926 to maintain the WWI monument. He said the excavation was completed earlier in the day by GLY Construction. Mr. Shay hopes to have the dedication for the new monument on July 4. He noted that Memorial Day is coming up, distributed VFW poppies to Councilmembers, and encouraged everyone to donate toward the VFW Buddy Poppy Program, which provides services for disabled and needy veterans.
- (d) Osha Morningstar commented on the Comprehensive Plan Update and the need for policies that are favorable to the development of affordable housing. She noted an article about an individual who committed suicide after his rent went up. She encouraged a number of amenities in proximity to affordable housing including transit, meeting rooms, social services, and community gardens. Ms. Morningstar said she serves on the King County Housing Authority resident advisory committee. She said affordable housing should provide internet access. She encouraged a housing policy that requires 90-day written notice for rent increases.
- (e) Max Castro, a Bellevue High School student, introduced his younger brother, Griffin, who distributed handouts to the Council. Max said Enatai Elementary School will be torn down this summer and replaced with a two-story building. He invited everyone to a farewell celebration on Sunday, June 7, 2:00-4:00 p.m., at the school.

- (f) Cade Dean, a sixth grader at Tyee Middle School, said he is a member of the Cedar River Rascals 4-H Club. He invited Councilmembers and the public to a cat show at Holy Cross Lutheran Church on Saturday, May 16, 10:00 a.m. to 3:00 p.m. He said Cedar River Rascals is a 45-year-old, multi-project 4-H Club. Cade said 4-H is the oldest and largest youth development organization in the United States and its activities extend beyond farm animals to include science, technology, plants, science, environmental stewardship, expressive arts, and family/consumer projects.
- (g) Loretta Lopez, President of the Bridle Trails Community Club, spoke to the Puget Sound Energy (PSE) Energize Eastside project. She asked that the Council consider and take action on a motion to delay the Puget Sound Energy (PSE) Energize Eastside project's Environmental Impact Statement (EIS) work until the City's independent consultant completes its analysis of the need for the project. She said residents are working to identify viable alternatives to the project. She asked the Council to extend the comment period beyond June 15.
- (h) John Merrill, speaking on behalf of the Coalition of Eastside Neighborhoods for Sensible Energy (CENSE), said the group is now working with a former PSE Vice President of Power Planning, who confirms that there are viable alternatives to the Energize Eastside project. CENSE understands the need for reliable energy but PSE is not providing alternatives. Mr. Merrill expressed concerns regarding PSE's computer model and analysis. He said their consultant, Richard Lauckhart, indicates that PSE has no binding obligation to deliver power to Canada during peak demand events, and there is no NERC requirement for including this in the flow simulation.
- (i) Warren Halverson continued comments on behalf of CENSE which were also submitted in writing. He asked that the City extend the comment period for the Energize Eastside scoping environmental impact statement (EIS). Mr. Halverson said CENSE understands the desire of the foreign investor group owning PSE to implement this huge infrastructure project in order to maximize profits and the potential future selling price of the utility. Mr. Halverson asked the Council to explicitly direct staff to ensure that alternatives to the industrial-scale towers of Energize Eastside are thoroughly and fairly analyzed through computer simulations as part of the EIS analysis.

Councilmember Robertson wants to be sure that the speakers' comments are submitted to the EIS scoping process.

Councilmember Chelminiak said he was curious about how the City will put together its scoping comments. He is interested in the consideration of alternatives and concerned about the loss of trees. As part of the issue of compensation, he would like to see an ecosystem service analysis related to this effort. An analysis was conducted for the City in 2007 and it looked at the actual value of trees within the broader environmental system.

Councilmember Lee said the consultants have indicated to him that there are other options, and he would like to explore potential alternatives.

Councilmember Robertson requested follow up by staff on whether the Council has the authority to change the EIS scoping period. She has been talking to staff about how the Council provides comments on scoping. Her understanding is that staff, following additional Council discussion, will draft a letter for Council consideration and approval to submit to the EIS scoping process. Ms. Robertson said she looks forward to responses to her and other Councilmembers' questions from the City's consultant.

Councilmember Stokes noted, for the public, that this is an ongoing process and staff will continue to work through the issues with the Council.

→ Councilmember Stokes moved to postpone Agenda Item 4(a), discussion on modifying Council Rules of Procedure. Councilmember Robertson seconded the motion.

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

(c) National Police Week Proclamation

Police Chief Mylett and a number of Police Officers joined the Council session.

Deputy Mayor Wallace read the proclamation recognizing May 15 as Peace Officer Memorial Day and the week of May 10-16 as National Police Week in Bellevue.

(d) Council Business and New Initiatives

There was no discussion.

(e) Continued Review of the Recommended Comprehensive Plan Update

City Manager Miyake introduced the Council's continued review of the Comprehensive Plan Update, focusing tonight on the Housing and Transportation Elements.

Planning Director Dan Stroh said some Councilmembers have expressed concern about having sufficient time for the Comprehensive Plan review. He said this is the Round 1 review, and the Round 2 review will occur in June with the opportunity for additional input. The target date for Council action is July 6.

Deputy Mayor Wallace restated the planned review process. He said he, the Mayor and staff have determined that it is incumbent on Councilmembers to stay on top of the materials and present questions in advance of meetings when possible. This will facilitate more efficient discussions during Council meetings.

Paul Inghram, Comprehensive Planning Manager, noted a continuation of the discussion about the Housing Element from the previous Council discussion. He said a key issue is housing affordability, and the Planning Commission spent more time on this element than any other. Comprehensive Plan policies provide a framework for housing initiatives including: the

partnership with A Regional Coalition for Housing (ARCH), land use incentives, the multifamily tax exemption (MFTE), providing a winter shelter, and the 130th Avenue NE transit-oriented development (TOD) and REDI fund.

Mr. Inghram said significant policy changes in the Housing Element address individual room rentals in single-family neighborhoods, working with Bellevue College and developers to support housing for students, support for a subarea approach to detached accessory dwelling units (ADUs), and housing options for seniors. He recalled that, in the past, the Bridle Trails neighborhood has opposed detached ADUs. Policies regarding ADUs will be handled by subarea.

Councilmember Stokes said there has been some concern about making the ADU policy language stronger. Mr. Inghram said the Planning Commission considered different wording. However, they did not want to restrict the adoption of ADUs until all Subarea Plans were amended. In further response, Mr. Inghram confirmed that there would be a public process before ADUs were allowed in any areas.

Responding to Councilmember Robertson, Mr. Inghram confirmed that adoption of the recommended housing policy does not automatically make detached ADUs legal throughout Bellevue. He said the Land Use Code currently allows attached ADUs.

Continuing, Mr. Inghram highlighted policy amendments regarding adopting a strategy to ensure affordable housing opportunities, considering funding to support housing needs (especially for low and very low income households), supporting regional efforts to prevent homelessness, collaborating with other jurisdictions and social service agencies to operate emergency shelters and day centers, and allowing the hosting of temporary encampments at religious facilities.

Councilmember Robinson said she and Councilmember Stokes worked together on reviewing the policies. Ms. Robinson suggested revising HO-25 as follows: “~~Develop~~ Promote an effective strategy to ensure affordable housing opportunities are available in downtown and throughout the city at a range of affordability levels.” She suggested the following change to HO-27: “~~Consider~~ Continue funding to support housing need, especially for low and very low income households.”

Councilmember Stokes concurred, noting that the City is currently providing funding to the Housing Trust Fund.

Regarding HO-25, Councilmember Lee suggested it is challenging to provide affordable housing in Downtown. Art Sullivan, ARCH Program Manager, agreed but said there have been successful projects. He said a new development is opening soon in Downtown. He said sometimes programs can work better in a high-land-cost area if incentives are offered.

Councilmember Stokes said the Planning Commission discussed whether to include the word “downtown” and decided to leave it in.

Councilmember Robinson suggested an additional change to HO-25: “Monitor quantity, types and affordability of housing achieved and determine if needs are being met ~~for potential~~”

~~unintended consequences.~~” Councilmember Lee said he preferred the language as drafted. Ms. Robinson said the requested revision is very important to her and reflects a stronger commitment.

Councilmember Chelminiak expressed support for Councilmember Robinson’s suggested changes. However, he would also like to retain the language about unintended consequences.

Councilmember Robertson expressed support for Ms. Robinson’s change to HO-27. Ms. Robertson supports the revision for HO-25 and made this suggestion: “Monitor quantity, types and affordability of housing achieved for potential unintended consequences and to determine if needs are being met ~~for potential unintended consequences.~~”

Councilmember Lee observed that, with regard to HO-25, he thinks the word “develop” is stronger than “promote.” He agrees that monitoring is important. He said the City needs to ensure that housing incentives do not result in undesirable affordable units provided by developers merely to meet the required number of units.

Councilmember Stokes said he supports the revisions suggested, adding that he would write the first sentence of HO-25 as follows: “Develop and implement an effective strategy to ensure affordable housing opportunities are available in downtown and throughout the city at a range of affordability levels.”

Councilmember Robinson said “potential unintended consequences” sounds awkward to her and could be interpreted differently than intended. She reiterated support for “determine if goals are being met” which encompasses needs and the goal of providing affordable housing

Deputy Mayor Wallace suggested that staff revise the policy language of HO-25 based on the Council’s comments. He said the Council will have another opportunity to address that section.

Councilmember Robinson said she would like to also revise HO-23: “Encourage the development of affordable housing through incentives and other tools consistent with state enabling legislation.” Councilmembers Stokes and Robertson concurred.

Moving on, Mr. Inghram noted policies HO-38, HO-39 and HO-X8 regarding homelessness.

Mr. Sullivan said many cities are revising their policies to be more specific about regional efforts (e.g., ARCH) and to be involved in some of the solutions.

Councilmember Chelminiak said, with regard to HO-X8, it seems odd to have a Comprehensive Plan Amendment to reflect what will be state law beginning January 2016. Based on discussions with Kirkland and Redmond, he believes the wording of the homelessness policies could be improved.

Mr. Chelminiak said HO-38 deals with ending homelessness, and HO-39 addresses emergency and short-term shelters. He observed that the policies could be better written and that proposed policy HO-X8 could be eliminated because it essentially falls under HO-39.

Councilmember Stokes expressed support for those suggestions.

Councilmember Lee observed that HO-38 is not consistent with the role of the City, which does not provide services or housing.

Deputy Mayor Wallace said one goal should be to move away from the need for temporary encampments. He supports HO-38, which focuses on addressing homelessness with the intent of helping individuals achieve long-term financial independence.

Councilmember Robinson referenced the implementation program and said it currently reads: "...a prioritized list of work program items to implement key housing policies." She recommended changing that to: "...a prioritized list of work program items to address the City's affordable housing needs." Mr. Sullivan said the language partly comes from the Growth Management Act and Countywide Planning Policies. He suggested language along the lines of: "to implement key housing policies, with a special emphasis in the area of affordable housing." Councilmember Robinson concurred with that approach.

Referring to page 81, Ms. Robinson said the first paragraph references the Growth Management Act without clearly defining the City's commitment to that Act. She would like to add that the GMA's housing goal is "to encourage the availability of affordable housing to all economic segments of the population of the state, promote a variety of residential densities and housing types, and to encourage the preservation of existing housing stock."

On the same page, Councilmember Robinson said the last paragraph references regional cooperation as essential to ensure adequate housing opportunities. She said the sentence cites ARCH, and she believes there are additional activities by the City that could be listed as well.

Councilmember Robertson suggested moving forward to the Transportation Element policies (Transportation Goal statement, TR-1, and TR-4) for which the Planning Commission and Transportation Commission recommend different language.

Kevin McDonald, Senior Transportation Planner, said the Transportation Goal statement recommended by the Transportation Commission was drafted by staff and the consultants. The wording did not originate with the Commission but was ultimately supported, with an added reference to a "multimodal transportation system."

Paula Stevens, Assistant Director of Transportation, said one Commissioner was absent when the vote was taken, and the remaining members supported the language by a vote of 4-1.

Councilmember Robertson observed that the Planning Commission unanimously supported its version of the goal statement. She said the Comprehensive Plan is meant to be aspirational, and concerns were noted in the agenda memo that the Comprehensive Plan could complicate the development review process by creating uncertainty. She stated her understanding that, if there is a conflict between the Comprehensive Plan and the Land Use Code, the Land Use Code is the

controlling factor. Mr. Inghram concurred. However, he said sometimes the Land Use Code points to consistency with the Comprehensive Plan.

Councilmember Robertson said the language recommended by the Planning Commission is more consistent with the Council's vision for transportation development within the city. She supports their recommendation.

Mr. Inghram highlighted policies TR-1 and TR-4.

Mr. McDonald noted that, for TR-4, the language recommended by the Transportation Commission is consistent with the Puget Sound Regional Council (PSRC) Transportation 2040 Plan and with the Countywide Planning Policies.

For TR-1, Mr. McDonald said one of the Transportation Commission's concern was that adding language about "striving to reduce congestion and improve mobility" would conflict with assumptions in the level of service (LOS) standards that anticipate growth will occur and include a congestion allowance.

Councilmember Lee asked Councilmember Stokes to comment as liaison to the Planning Commission.

Councilmember Stokes said he is not sure where the concern is coming from. He supports TR-1 and TR-4 as recommended by the Planning Commission. He questioned whether the language in TR-1 about reducing congestion and improving mobility will actually cause a legal or other type of problem.

→ At 9:59 p.m., Councilmember Robertson moved to extend the meeting. Councilmember Lee seconded the motion.

→ The motion carried by a vote of 5-1, with Deputy Mayor Wallace opposed.

Mr. Stokes said the Transportation Commission did not have time to discuss the Planning Commission's versions of TR-1 and TR-4.

Councilmember Lee said he supports the Planning Commission's recommendation for TR-4 and believes it is more clear. He supports the Planning Commission's recommendation for TR-1 as well because he sees it as capturing the aspiration and vision for the City.

Referring to the goal statement, Deputy Mayor Wallace suggested merging the two Commissions' recommended language. With regard to TR-1, he suggested splitting the reference to reducing congestion and improving mobility as a separate sentence or policy. He was in favor of keeping those concepts in the policies. With regard to TR-4, he suggested adding "underserved populations" from the Planning Commission's version to the Transportation Commission's version.

Councilmember Robinson said she prefers the Planning Commission's version of TR-4.

Deputy Mayor Wallace observed that both versions of TR-4 refer to meeting the needs of “everyone,” which precludes the need to list examples. However, he noted general Council support for the Planning Commission’s version of TR-4.

4. Discussion

(a) Discussion on modifying Council Rules of Procedures

This item was postponed to a future meeting.

(b) Executive Session

→ Councilmember Robertson moved to extend the meeting to 10:30 p.m., and Councilmember Stokes seconded the motion.

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

Deputy Mayor Wallace declared recess to Executive Session for approximately 20 minutes to discuss one item of property acquisition.

The Executive Session concluded at 10:18 p.m. and the meeting was adjourned.

Myrna L. Basich, MMC
City Clerk

/kaw