

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Extended Study Session

February 26, 2007
6:00 p.m.

Council Conference Room
Bellevue, Washington

PRESENT: Mayor Degginger, Deputy Mayor Chelminiak, and Councilmembers Balducci, Davidson, Lee, Marshall, and Noble

ABSENT: None.

1. Executive Session

Deputy Mayor Chelminiak called the meeting to order at 6:03 p.m. and announced recess to Executive Session for approximately 30-40 minutes to discuss one matter of potential litigation and one matter of pending litigation.

The meeting resumed at 6:23 p.m. with Mayor Degginger presiding.

2. Oral Communications

- (a) Ron Sher, Managing Partner of Crossroads Shopping Center, spoke in favor of allowing multifamily uses in combination with retail in the redevelopment of the center.
- (b) Bart Nelson supports mixed use in Crossroads District. However, he feels there should be a restriction of 45 feet on building heights on the shopping center site.
- (c) Rick Kirkham noted that he participated in the workshops associated with discussing a plan for Crossroads Shopping Center. He endorses the addition of multifamily housing and supports the overall plan. He commented on the potential benefit of providing housing for the elderly and disabled on the shopping center grounds.
- (d) Renay Bennett thanked Council for the Neighborhood Enhancement Program (NEP) project just completed in the Bellecrest/Surrey Downs neighborhood. Residents are very happy with it. She commended the work of Don McQuilliams, Forest Enhancement Project Manager, and Ron Matthew, Neighborhood Enhancement Coordinator.
- (e) Stacie LeBlanc, a Surrey Downs resident, spoke regarding the storm response and neighborhood's actions. She expressed concern about power outages following the major

windstorm this winter. She has spoken to the Fire Department to inquire about its emergency preparedness educational program. She acknowledged that residents should attempt to be as self-reliant as possible in terms of emergency preparedness. However, she suggested more extensive emergency medical classes for citizens.

- (f) Susan Woerdehoff said she will be distributing to Council the draft Statement of Purpose and Vision document from the Bellevue Neighbors of Responsible Transportation. The organization was formed to promote the goals and principles of the Comprehensive Plan and to protect the founding neighborhoods in Bellevue. The current and previous City Councils have stated that Bellevue Way and 112th Avenue are not appropriate locations for additional traffic or high capacity train lines. Residents are concerned about Sound Transit's plans to align light rail through Bellevue. Ms. Woerdehoff asked Council to act on a new Comprehensive Plan amendment submitted by residents that will prohibit high capacity transit through neighborhoods adjacent to downtown.

3. Study Session

- (a) Council Business and New Initiatives

Councilmember Marshall noted comments from citizens suggesting that City Hall be identified by a sign at 112th Avenue NE and NE 4th Street. The Mayor noted Council concurrence to direct staff to evaluate the cost of adding signage.

Councilmember Lee encouraged a review and continued operation of the City's Strengthening Preparedness Among Neighbors (SPAN) program to help citizens prepare for emergencies.

- (b) 2006 Comprehensive Plan Amendment for the Crossroads Center Plan

Deputy City Manager Brad Miyake opened discussion of the proposed Crossroads Center Comprehensive Plan Amendment (CPA). This CPA and five others are scheduled for Council action in March.

Land Use Director Dan Stroh began the staff presentation on the Crossroads Center Plan CPA. He noted that the combination of civic infrastructure, commercial activity, sense of place, and neighborhood character that Crossroads provides makes it an important community asset both for the city as a whole and for East Bellevue. The focus of tonight's presentation is presenting the Planning Commission's recommendation.

Comprehensive Planning Manager Paul Inghram noted Crossroads' role of providing retail activity, community gathering places, a park with a 9-hole golf course, Police and Fire stations, Mini City Hall, and a Farmers Market. He reviewed the objectives to reinforce the economic vitality of the commercial areas, improve connections to Crossroads Park and Community Center, and to create additional community gathering places. The study area includes Community Business (CB) zoned land and Crossroads District E sections.

A community open house was held in April 2006, which resulted in the creation of a community working group. The group's subsequent three meetings focused on outdoor gathering places and park connections; uses, activity, housing and retail trends; and street character and transportation. As part of this process, the group examined examples of retail areas in other communities and worked with a consulting firm. They worked to develop a set of alternatives that explored a range of different land use approaches. The group and consultant considered elements including a six-story hotel, new mixed use development, multifamily development, and new outdoor pedestrian areas.

Mr. Inghram described community conversations held at the Crossroads Farmers Market, which led the working group to develop long-range organizing principles focusing on park connections and interface, pedestrian gathering areas, differentiated streets, environmental enhancements, and mixed use housing. Additional desired elements are streetscape improvements along NE 15th Street and 160th Avenue to extend the character of the park out to the arterials. The long-range plan includes mixed use multifamily developments that enhance the commercial area as well as pedestrian and activity zones.

Mr. Inghram said there is a high level of support from residents for housing, although there are those who are opposed as well. Recently some residents have raised concerns about building heights to be allowed. The CB zone allows 60-foot heights if underground parking is provided. At this point, staff has not proposed to change the current height limit.

The implementation of long-range planning principles occurs through amendment of the Comprehensive Plan as well as through Land Use Code amendments, design principles in the community retail design guidelines, a Master Development Plan, development agreement processes that would be added to the permits and procedure chapter of the LUC, and modifying the current prohibition on multifamily housing within the LUC.

Doug Mathews, Chair of the Planning Commission said the Commission recommends approval of the Crossroads CPA. The CPA and Land Use Code amendments are intended to be responsive to the issues identified by the working group and the community to recognize the special role of Crossroads as a community asset and to support continued economic vitality of the Crossroads commercial area. He noted the benefits of retail, recreation, and civic services in the area.

Mr. Mathews described the Commission's support of mixed uses including multifamily housing. The proposed amendments support development of a new open space area and improved connections between the shopping center and the park. The amendments further support recognizing the extent of impervious surfaces in commercial areas and encouraging techniques to reduce environmental impacts. The proposal includes a change for two parcels within the boundary of District E in the northwest section (west of Ivar's) to District F and to a map designation of Multifamily-High instead of Community Business.

East Bellevue Transportation Plan Amendments include projects to improve 160th Avenue NE and NE 15th Street with additional landscaping, street trees, and street edge enhancements.

Councilmember Balducci said she served as Council liaison to this process and was impressed with the high level of public participation. She thanked staff for their public outreach efforts. She noted she has received high praise for the work of Paul Inghram and Andrew Kidde on this project. Ms. Balducci supports the overall plan, and concurs with residents' interest in periodic evaluation of how the project is proceeding. She feels transportation and traffic issues must continue to be a primary focus in planning.

Responding to Ms. Balducci, Mr. Inghram said design guidelines include provisions such as encouraging buildings along the park edge to provide connections to the park, where appropriate. He noted staff's interest in adding design guidelines to address building design along the park, however.

Ms. Balducci commended Ron Sher for his positive working relationship with the community.

Councilmember Lee expressed support for the plan and thanked Mr. Sher for his efforts. Mr. Lee noted that Crossroads is a dynamic, diverse area and the shopping center provides community activities as well as retail and service businesses.

Deputy Mayor Chelminiak thanked the Planning Commission for its work on this issue. He supports the plan and feels the housing and other uses will complement each other well.

Responding to Mr. Chelminiak, Mr. Inghram said building heights could make a difference in terms of the character of the development, but he does not think there would be a difference in the effect on views between the 45- and 60-foot heights.

Responding to Mayor Degginger, Mr. Mathews said the Planning Commission voted 5-1 in favor of the Crossroads Plan CPA. The opposing vote was due primarily to concerns about building heights.

Mayor Degginger feels the collocation of the shopping center and park provide a great opportunity for redevelopment. He thanked staff for their work.

Councilmember Davidson thanked Ron Sher for his dedication to development and redevelopment in the Crossroads area for many years.

Councilmember Noble expressed support for the Crossroads Center Plan. He noted Land Use Element LU-9 about developments maintaining compatible use and design with the surrounding built environment. He observed that if zoning is already in place allowing building heights from 45 feet to 60 feet, depending on other elements of the project, this demonstrates that these heights are compatible with the vision the City has for this area.

Mr. Stroh noted comments from Council and others emphasizing the importance of ensuring that the translation of policy LU-9 results in compatible projects through the design review process.

(c) Regional Issues

(1) 2007 Federal Legislative Agenda

Alison Bennett reviewed the 2007 Federal Legislative Agenda and requested Council's final review and comments in order to present it to the Council next week for formal adoption. She reviewed Council's four FY 2008 appropriation priorities: 1) Regional 911 Communications Center equipment, 2) West Lake Sammamish Parkway enhancements, 3) Bellevue Arts Museum, and 4) Green Streets program. Ms. Bennett noted the addition of a section regarding the elimination of 2007 funding earmarks and Bellevue's continued interest in obtaining FY 2007 funds for projects previously selected for funding.

Referring to page 3-56 of the meeting packet, Ms. Bennett reviewed the addition of language urging Congressional support for the Lake Tapps project and U.S. Army Corps of Engineers funding for the Mud Mountain Dam. Such funding is included in the President's proposed budget. She noted the section on Environmental Stewardship on page 3-57 and the request for federal support to allow the City to continue this ongoing work. Ms. Bennett said some members of Congress are interested in restoring Community Development Block Grant funding to its previous levels.

Mayor Degginger noted Council consensus in favor of the 2007 Federal Legislative Agenda.

(2) Federal Legislative Update

Diane Carlson, Director of Intergovernmental Relations, referenced packet materials beginning on page 3-61 regarding a proposal to preserve the Wild Sky Wilderness and designate it as a federal wilderness.

Ms. Bennett reported that the Cascade Water Alliance is seeking \$3 million from the EPA's State and Tribal Assistance Grant program. This would support CWA's efforts to prioritize and implement habitat restoration projects along the White River, which would have water quality and Endangered Species Act benefits. Each CWA member jurisdiction/agency has been asked to send a letter of support for this funding request.

Councilmember Davidson expressed his support. Mayor Degginger noted Council consensus to send a letter of support.

Ms. Bennett explained that the Wild Sky proposal protects 106,000 acres of old growth forests, alpine lakes, and salmon streams. Senator Patty Murray and Representative Rick Larson have reintroduced the bill this session.

Mayor Degginger noted Council consensus in support of the proposal. He reported that Senator Cantwell visited here recently and stated her interest in the successful implementation of NORCOM. Ms. Carlson said letters of support for NORCOM from multiple jurisdictions will be submitted soon.

(3) State Legislative Update

Ms. Carlson introduced Cameron Parker, a Parks Department employee who has been working on state legislative issues for the past two months. She noted a list on page 3-73 of the packet summarizing the higher priority bills the City has been tracking.

Ms. Carlson reported that the RTID Joint Ballot (Substitute House Bill 1396) bill will allow RTID and Sound Transit to present a single ballot measure in November 2007. She briefly highlighted additional bills regarding Puget Sound Regional Council (PSRC) Executive Board membership, sales tax streamlining, municipal court contracting, and probation liability. Ms. Carlson noted a list of public disclosure-related bills included in Council's desk packet.

Dr. Davidson expressed concern that the 10-year review provision in the original Sound Transit (then RTA, Regional Transit Authority) ballot measure is essentially being ignored. He feels Sound Transit funding should be voted on separately because that was the intent of the original proposition.

Councilmember Marshall said she does not think it is Sound Transit's intent to avoid a 10-year review. However, RTID and Sound Transit leaders support the need for a comprehensive transportation plan. Mrs. Marshall serves on the Sound Transit Board of Directors and has been involved with local and regional transportation issues on behalf of the City for 10 years.

Deputy Mayor Chelminiak recalled that the City Council wanted a ballot measure but did not necessarily state a position for a joint ballot measure.

Responding to Mr. Degginger, Ms. Carlson said the differences between the House and Senate bills regarding municipal courts relate to judicial election and the expansion of a District Court requirement to municipal courts.

(4) BNSF Corridor Project Update

Ms. Carlson opened staff's update of the Burlington Northern Santa Fe corridor project.

Kim Becklund, Transportation Policy Advisor, introduced King Cushman, Regional Strategy Advisor for PSRC (Puget Sound Regional Council).

Mr. Cushman explained that a grant for the BNSF Eastside Corridor Study was received in 2005, and the study was conducted in 2006. The advisory committee included representatives from cities, counties, the state, and other government agencies as well as the Spirit of Washington Dinner Train and other stakeholders. Mr. Cushman thanked Councilmember Davidson for his participation on the advisory committee and the City for its use of City Hall for some of the meetings. Committee members shared common interests including public ownership of the corridor, corridor use for a trail (with or without rail), federal "rail banking" to assure long-term preservation for commuter

rail, and maintaining freight operations serving existing shippers (if possible). Mr. Cushman noted examples of rail and trail corridors in other parts of the country that have been successful and safe.

Mr. Cushman said assessment of the corridor as non-strategic for regional and state freight rail enabled the consideration of other opportunities and benefits to advance. Committee members agreed that preserving passenger rail opportunities is a high priority. With statewide freight traffic expected to grow by 60% over the next 30 or more years, the State is considering expanded capacity through the use of Stampede Pass for freight rail.

Mr. Cushman reviewed the recommendations for the three segments. Segment A from south of Renton to Bellevue and Segment B between Bellevue and Woodinville are not currently used for shipping. Recommendations for Segments A, B, and D1 (a short segment traveling southeast from Woodinville) are for trail and rail banking in the short term, and trail and the reconsideration of high capacity transit options in the medium to long term. Segment C1 travels from Woodinville into Snohomish County. Recommendations for this segment include continued rail use, reviewing trail feasibility, and consideration of moving the Spirit of Washington Dinner Train operation to Woodinville. PSRC's Transportation Policy Board and the Executive Board will incorporate the recommendations into a regional plan so that the corridor will be eligible for multiple uses.

Mrs. Marshall spoke in favor of ensuring that rail banking is achieved to preserve the corridor indefinitely. She suggested adding a reference to the draft letter to King County and the Port of Seattle expressing the City's interest in future Sound Transit commuter rail (both light rail and Sounder rail). She prefers preserving rail and placing the trail to the side.

Mr. Cushman commented that leaving the existing rail and building the trail off to one side results in significantly higher expenses for the trail, which are three to four times more expensive than other alternatives. Mrs. Marshall feels the project should be cost-effective for the long term, which includes avoiding the significant future cost of adding commuter trains/light rail.

Dr. Davidson noted King County Executive Sims' original position in favor of providing a trail only. However, a number of interests are lobbying to preserve the rail for future commuter use. He suggested the letter advocate for King County's ownership of the right-of-way rather than the general phrase referring to public ownership.

Responding to Dr. Davidson, Mr. Cushman confirmed that one of Boeing's aircrafts is too large to travel on the railway and to make the curve on the southern end along the Cedar River. BNSF is willing to cooperate with WSDOT to abandon the Wilburton Trestle if the State will rebuild the Cedar River bridge.

In further response to Dr. Davidson, Mr. Cushman said King County is proposing ownership of the line, even into Snohomish County.

Deputy Mayor Chelminiak is interested in preserving the right-of-way for transportation, whether rail, train, busway, or something else. Mr. Cushman said a busway has not been seen as a favorable

option because it is a road-oriented system. However, consideration of other technologies is possible.

Ms. Becklund said Council's comments will be incorporated into the draft letter.

Councilmember Balducci suggested removing the sentence in the second paragraph stating: "While the ad hoc nature of the Advisory Group's work was at times cumbersome and unclear, it ultimately led to a good outcome." She suggested revising the last sentence of the same paragraph to read: "We support the goal of preserving the right-of-way for public use, initially as a trail and ultimately as a transportation corridor."

Mayor Degginger noted that the City of Bellevue will be facing decisions about how to address NE 4th Street, NE 6th Street, and the implications for redevelopment of the Wilburton Study Area. He concurs with the position that the corridor is important to preserve for long-term transportation. Mr. Cushman described a King County underpass project in the Kenmore and Juanita area, south of SR 522, providing a safe and pleasant pedestrian and bicycle route.

Responding to Councilmember Lee, Ms. Becklund said staff is compiling information regarding all of the possible implications in terms of land use, transportation objectives, and financing.

Dr. Davidson commented that the upcoming expansion of I-405 could interfere with the placement of a trail.

Mayor Degginger announced a five-minute recess. The meeting reconvened at 8:46 p.m.

(5) 2007 Downtown Bellevue Circulator Study

Bernard opened discussion of staff's plans to initiate the Downtown Circulator Study.

Maria Koengeter, Senior Transportation Planner, noted that the downtown continues to grow with 5,000 residents and 36,000 employees. Ongoing development anticipates 8,500 residents and 46,000 employees by 2012. The 2002 Circulator Study was presented to Council early that year. The Citizens Advisory Committee reviewed market research, developing a recommended route, and service characteristics. Desirable service characteristics identified included 10-15 minute frequencies, an easily identifiable route, daily operation from late morning to late evening, vehicles with 12-15 person capacity, free service, and marketing and promoting the service. The outcome of the study is an estimated \$1.5 million in operating costs, reflecting a per-rider cost of \$4 to \$20. At that time, Council opted to not implement a circulator system. Projections estimated a per-rider cost of \$2 to \$3 once the residential population reached 4,000 and employment reached 40,000.

The passage of the *Transit Now* plan last fall includes three primary elements: 1) Service improvements, 2) Rapid Ride corridors, and 3) Partnership Program. Two types of partnerships under consideration are direct financial partnerships and transit speed and reliability partnerships.

Direct financial partnerships would:

- Enable agencies and/or employers to establish a new route or offer additional service on an existing route,
- Require a one-third match from partner agencies, and a minimum five-year commitment from agencies,
- Incorporate Metro's priorities for partnerships, which are currently out for review. One priority is enhancements to circulation within and between urban and activity centers (i.e., circulators or ride-free areas).

The proposed time line is:

- March – Circulator Study
- April – Return to Council to discuss the study results and Partnership Program proposal.
- End of April – Submit Partnership Program proposal to Metro.
- 2008 – Target start date for Partnership Program implementation.

Ms. Koengeter explained that the 2007 Circulator Study will: 1) Conduct a technical evaluation of a downtown circulator service beginning in 2008, 2) Evaluate options to promote access to transit within the downtown, and 3) Prepare an analysis to support a Partnership Program proposal to Metro by the end of April. Elements of the study include a market assessment and stakeholder outreach, an analysis of gaps in transit coverage, circulator characteristics, additional service options, ridership, and costs. Before initiating the study, staff is proposing the following parameters: 1) Study a service horizon of five years, 2) Focus on serving the downtown core, and 3) Consider a rubber tire technology to pursue the Metro Partnership Program.

Councilmember Marshall would like Council to consider the inclusion of service to the Overlake Hospital Medical Center and Group Health campus at key shift change times in the study elements, so as to reduce congestion levels on NE 8th Street and 116th Avenue NE.

Councilmember Davidson reminded Council of the larger portion of sales tax that goes to Metro Transit, relative to the amount the City receives. He feels the City should get a better return on its sales tax revenue that gets redistributed. He expressed concern with the five-year horizon as well as a rubber tire technology that will utilize street lanes. Perhaps the system could initially involve rubber tires and ultimately switch to another technology.

Deputy Mayor Chelminiak said he reviewed the criteria from the CAC process. While he understands Mrs. Marshall's suggestion to serve hospital shift workers, he favors a circulator service during the peak drive times between 6:00 a.m. and 8:00 p.m. He suggested consideration of a smaller shuttle vehicle, even below the 20-passenger range, as a more cost-effective method that can potentially provide better service as well.

Councilmember Lee is pleased the City is moving forward with the study, based on the need for the service in the downtown, and that the system could be implemented within a couple of years.

Mayor Degginger concurred with Mr. Lee. He summarized the Council's interest in an innovative approach to the project and the consideration of various technologies and types of vehicles.

Mrs. Marshall feels a rubber tire vehicle would provide good service that would be flexible in adjusting routes to accommodate major downtown events.

(6) RTID/Sound Transit Update

Ms. Carlson introduced Kjris Lund, Executive Director for RTID (Regional Transportation Investment District), and Ric Ilgenfritz, Deputy Director of Sound Transit. She noted that RTID and Sound Transit are required to present ballot measures in November 2007. The agencies have been working on developing a package of projects that will be combined for a joint ballot measure. Both are slated to finalize recommendations in April 2007, and both packages contain significant investments for Bellevue. Staff is seeking Council direction in preparation of bringing back a letter of support to state legislators.

Mr. Ilgenfritz explained the goal of improving travel around the region by adding general purpose capacity on freeways, transit capacity, and other facilities to improve access to freeways and transit. The joint ballot measure anticipates one plan for the entire region. The approach to creating a package builds on existing investments and a focus on the most congested corridors. The goals of the overall plan are a reduction in delays, faster travel times, major improvements to highways of statewide significance, 42 miles of new light rail, new HOV lanes, bike lanes, sidewalks, pedestrian connections, and major freight route improvements.

Ms. Lund displayed a slide of the 10 major bottlenecks in the system. She reviewed the draft packages for the north (Snohomish County, Shoreline, Bothell, Woodinville), east/central (including Bellevue and Seattle), and the south (South King County and Pierce County) corridors. She noted that RTID is funding both roads and transit-related investments including Park and Ride lots, service hours, and capital acquisition of buses and vans. The state legislature changed the statute last year to require that RTID pay for construction mitigation using transit within the three county area.

Ms. Lund said a project of benefit to Bellevue is expanded capacity on SR 522 and an interchange at Paradise Lake Road. Ms. Lund and Mr. Ilgenfritz highlighted additional projects in all three corridors. The RTID Executive Board agreed to put \$1.1 billion of the package toward funding for replacement of the SR 520 bridge. Additional investments in the I-405 corridor include the braided interchange from SR 520 to NE 8th Street and the NE 10th Street overpass in Bellevue. New direct access ramps at I-405 and Highway 167 will allow direct HOV connections. Replacement of the Alaskan Way Viaduct in Seattle was removed from the RTID package, with the concurrence of the City of Seattle. In its place the package contains a major investment in the Spokane Street viaduct. Additional investments include bus improvements in the Spokane Street interchange area, the Mercer Street corridor (including expanded capacity), and replacement of the South Park bridge.

Mr. Ilgenfritz said transit improvements include light rail extension from downtown Seattle to the Eastside via I-90, streetcar service to First Hill in Seattle connecting to the International District

and Capital Hill, new HOV direct access at I-405 and Highway 167, a possible transit center and direct access ramps in Renton, a transit center in Bothell, and potential expansion of rail on the Eastside.

Ms. Lund noted she forgot to mention the addition of a northbound lane on I-405 from I-90. Mr. Ilgenfritz mentioned the direct access ramp at Industrial Way in Seattle. Ms. Lund and Mr. Ilgenfritz briefly reviewed road and transit projects for South King County and Pierce County.

Ms. Lund said the cost of the combined package totals \$16.5 billion in 2006 dollars. The two revenue sources are a sales tax and a motor vehicle excise tax. RTID's sales tax is limited by the state legislature to 1/10 of a percent. Sound Transit is looking at 5/10. Sound Transit is restricted from further use of MVET revenue but RTID is considering a .8 percent tax, or \$80 for every \$10,000 of vehicle value. Taxes would generate \$7.5 billion for Sound Transit and \$4.7 billion for RTID. The difference between available resources and transportation investments will likely involve bonding for both programs. The cost per household would be approximately \$150 a year in sales tax and \$80 for each \$10,000 of vehicle value.

Mr. Ilgenfritz said open houses are planned for February 22 in Seattle, February 28 in Bellevue, March 5 in Tacoma, March 15 in Lynnwood, and March 20 in Des Moines. Sound Transit will be accepting public comment through March 30. The Sound Transit Board of Directors is scheduled to take action on the Sound Transit 2 Plan in April, at which time RTID plans to adopt the final Blueprint for Progress. The RTID Planning Commission will take action on the final plan in May. In the June/July timeframe, the Sound Transit Board will adopt a ballot measure title. The three County Councils are scheduled to take action on the Blueprint and ballot title. The ballot title will be filed with the County Elections Office in August for the general election to be held on November 6.

Responding to Councilmember Noble, Ms. Lund said the plan anticipates \$700 million in revenue from tolling. RTID is working with the State to determine the final tolling structure. If the state legislature does not approve tolling, Ms. Lund said she believes the State Transportation Commission is authorized to implement tolls. In further response, Ms. Lund said it will be possible to expand the pontoons to increase capacity of the SR 520 bridge.

Continuing to respond, Ms. Lund said the projected increase in sales tax expenses for households in all three counties is based on the median household income in King County. Mr. Ilgenfritz said the amount was calculated with the State Department of Revenue. In further response, Mr. Ilgenfritz said Sound Transit plans to add Park and Ride lots.

Responding to Mr. Lee, Mr. Ilgenfritz explained that the Transit Now proposal relates primarily to operations. Mr. Lee concurred with Mr. Noble about the need for the expansion of Park and Ride facilities.

Ms. Balducci noted that the proposed transportation package provides considerable benefits for Bellevue. Responding to Ms. Balducci's concerns regarding the termination of light rail service east of Bellevue, Mr. Ilgenfritz said Sound Transit will continue to operate extensive bus and

express bus service. Metro will be involved in discussions as well to determine better integration of the two transit systems.

(7) King Conservation District

Ms. Carlson noted that the King Conservation District is organizing an advisory committee and the Council has the opportunity to participate if desired.

Ms. Balducci suggested that Dr. Davidson serve on the committee. Mrs. Marshall concurred, and Dr. Davidson agreed to the appointment. There was Council consensus for Dr. Davidson's representation of Bellevue interests.

(8) Transportation Policies and Regional Interest Statements

Land Use Director Dan Stroh explained that this discussion is in response to Councilmembers' interest in further information about overall transportation policies and how they relate to RTID and Sound Transit planning. The purpose of tonight's discussion is to frame Bellevue-specific work relating to Sound Transit Phase 2, respond to Council's previous questions, and clarify the Council's direction to staff regarding ongoing work and discussions.

Mr. Stroh reviewed the proposed work program and topics for near-term Council discussions:

- Determining the critical path for synchronizing major transportation initiatives including Sound Transit East Link light rail, the Bel-Red Corridor Study, implementation of the Downtown Implementation Plan (DIP), and other elements.
- Utilizing best practices from other communities as well as lessons learned by Bellevue from previous projects.
- Developing a community engagement strategy.
- Developing policies to address current gaps and the right approaches for implementing Bellevue's policy direction.

Ms. Balducci commented that the work program is far-reaching, and it highlights the right steps to be taken. She wants to ensure that final policy work is completed in a timely manner, however, to influence the outcome of the various planning processes.

Mr. Lee concurred. He commented on the importance of initiating community involvement as a first step.

Dr. Davidson endorsed the importance of synchronizing the planning and understanding the realistic timing of projects. Mr. Stroh confirmed the importance of this step, which he feels should be refined before initiating a community engagement strategy.

Transportation Director Goran Sparrman said staff can return to Council for more detailed discussion within the next 30 to 45 days.

Councilmember Noble stated his understanding from Ms. Balducci's question last week that the objective was to review overall Comprehensive Plan policies to determine if they are consistent with the proposal for high capacity transit coming to Bellevue. Mr. Stroh indicated that review would occur in step 4 of the items listed above.

Mayor Degginger declared the meeting adjourned at 10:00 p.m.

Myrna L. Basich
City Clerk

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