

**COUNCIL SUMMARY BACKGROUND BRIEFING:
KING COUNTY REGIONAL COMMITTEES AND OTHER ISSUES**

This briefing summarizes recent actions taken by the three regional committees formed as a result of the merge of King County and Metro. The three regional committees are the Regional Policy Committee, the Regional Water Quality Committee, and the Regional Transit Committee. We will also include updates on the King County Flood Control Zone District and the King County wastewater rate increase in this section. This is intended as a summary briefing; staff can provide more details on any of the items below.

REGIONAL POLICY COMMITTEE (RPC)

Summary of November 13 meeting:

Follow-up Discussion and Comment on the Draft Transfer System Plan Review Report

No formal briefing was presented to the RPC for this item. This item was intended to be an opportunity for any further comments and discussion on the draft Solid Waste Transfer Station Plan Review. This meeting was the day after the King County Council adopted its budget for next year, and several budget provisos were adopted in the budget that impact solid waste system planning and the Factoria Transfer Station in particular. **What follows is a summary of what has transpired in King County related to regional solid waste issues since staff presented information to Council on October 21:**

As you will recall, the King County Council directed King County Solid Waste Division (SWD) staff to undertake a review of the 2006 Solid Waste Transfer and Waste Management Plan to ensure that all the planned transfer station facilities were still going to meet forecasted system needs. The SWD produced a draft Transfer Plan Review report and recommendation, with final County Council action expected by November 27, 2013. Bellevue staff presented this information and the impacts to Bellevue and the Factoria Transfer Station at the October 21, 2013 Council meeting. Subsequent to that meeting, Council sent a letter to King County outlining its views on the solid waste system and requesting that SWD specifically remove language in the report regarding the potential future expansion of Factoria on the upper Eastgate Way property. (Council letter dated October 25, 2013 is attached).

As part of its budget adoption on November 12, 2013, the County Council took several actions related to regional solid waste matters:

- The first action was a proviso that extends the period for the public and stakeholders to submit comments related to the draft Transfer Station Review to February 3, 2014 and the date for final completion of the report to March 3, 2014 (as noted above, the original deadline was November 27, 2013). In addition, the proviso retains \$250,000 in the capital budget to be spent, if directed by Council at a later date, for the purpose of an independent third party review of unresolved issues associated with the proposed plan update and design of Factoria Transfer Station. The unresolved issues are the use of the upper

Eastgate Way property (which is referenced in the current draft of the Transfer Station review report) and when/whether to build a new northeast transfer station. Staff has included more information about the new northeast transfer station in the bullet below.

- The Council also reduced the capital appropriation for a new northeast transfer station by almost \$5.5 million, leaving about \$500,000 in the account. Bellevue staff's read of this action is that it is an attempt to keep the SWD from getting too far ahead of the County Council in exploring new transfer station options during the review period – activities such as purchasing property for a new northeast station or funding design changes to Factoria that would incorporate the upper Eastgate Way property will be less likely to be accomplished without this funding.

As you will recall, the Transfer Station Plan that was finalized in 2006 incorporated a Base Plan, agreed to by King County and the region, which included Factoria Transfer Station rebuilt on the existing/lower sites; the siting and construction of a new northeast transfer station; and the closure of Houghton Transfer Station in Kirkland once the new station was on-line.

It is important to note that recently some northeast cities, including Redmond, Shoreline, Woodinville and Kenmore, have been suggesting that a new northeast transfer station may not be needed if the Factoria Transfer Station can be re-designed on its current site to accommodate the needs of the system. It is positive that the cities have specifically noted that they are not suggesting that the upper Eastgate Way property be used. However, it is concerning that the intent would be to redesign Factoria to take all of northeast King County's waste. Bellevue staff has started discussions with King County staff to try to understand the data behind the assertions and is requesting that a full analysis of the impacts of such a decision be undertaken, including road impacts, traffic, collection costs, regional equity/social justice, emergency response and system efficiency.

- Finally, the County Council adopted a proviso retaining \$5 million from the SWD's budget until a report is provided by July 31, 2014 to the Council regarding a review and analysis of the issues identified in Ordinance 17677. Ordinance 17677 was adopted on October 23, 2013 when the County Council approved the new solid waste interlocal agreement with the cities that have opted to stay with the system through 2040. The ordinance lists issues to be discussed between "the county and those cities that will be signatories to the ILA." All of the items listed in the ordinance appear to have potential impacts on planning for the solid waste system, finances, and rates between now and 2028. King County Council staff has assured Bellevue staff that the intent of the ordinance language was not to exclude Bellevue from discussions that may impact Bellevue between now and 2028. Bellevue staff has sent a letter to King County asking for specific confirmation that Bellevue will be included in these discussions.

Overview of Existing and Potential Levies and Ballot measures in King County

King County staff presented a summary of potential future ballot measures and noted possible renewal measures. Staff also provided short descriptions of measures that were on the November 6 ballot and results as of the meeting date. Councilmember Stokes noted that the Bellevue School District may be looking at 2014 instead of 2015 for its measures. These include a renewal of its educational and operational levy, a renewal of its technology and capital projects levy and a Phase III construction bond.

Mental Health Services and Challenges

The briefing included an overview of the challenges and recent improvements providing outreach to and potentially treating persons with mental illness who do not always recognize their illness or seek out services. These improvements include changes in Washington State's involuntary commitment laws and use of mental health professionals for crisis situations involving law enforcement.

- Challenges include insufficient funding for outpatient mental health services, an inadequate number of beds for people in crisis, insurance restrictions that limit long-term treatment, and federal policies regarding reimbursement for Medicaid patients.
- The process to evaluate and provide treatment for patients in crisis is also a challenge since the changes in the State's Involuntary Treatment Act (ITA) have resulted in more commitments but the number of psychiatric beds has declined statewide.
- Potentially exacerbating the situation, State funding strategies are now aimed primarily at expansion in the number of "enhanced services facilities" that are eligible for Medicaid reimbursement. Under federal law, these facilities can only serve 16 or fewer residents so there are no economies of scale and the construction/operational costs are higher. Siting these facilities in urban areas will also be a challenge.

RPC members expressed concern about the State reductions for mental health funding and it was suggested that cities weigh in on the 16-bed facility rule. It was noted that coverage through the federal Affordable Care Act will help in terms of mental health parity, but it doesn't address the issue of an inadequate number of psychiatric beds available.

The next meeting of the RPC is scheduled for Wednesday, December 11.

REGIONAL TRANSIT COMMITTEE (RTC)

Due to the early deadline for this month's Regional Issues packet, the November 13 RTC meeting update will be provided next month.

REGIONAL WATER QUALITY COMMITTEE (RWQC)

The RWQC did not meet in November. The next meeting is scheduled for Wednesday, December 4.

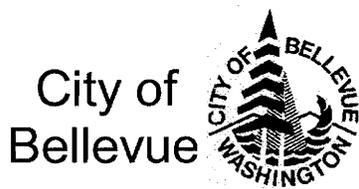
KING COUNTY FLOOD CONTROL ZONE DISTRICT

On November 12 the King County Flood District Board of Supervisors (the King County Council) adopted a three cent increase to the property tax levy rate in addition to the allowed one percent and new construction increase. The new rate will be approximately 15.7 cents per \$1,000 of assessed value; the exact rate will be set in December. As noted in the staff email to Council on November 6, the proposal to increase the flood district property tax rate will mean an additional \$10 million to the District or an additional \$1 million from Bellevue taxpayers, up from just over \$4 million from Bellevue in 2013. The new funding will be allocated to WRIAs; a new grant fund of \$3 million to be disbursed by a Flood District/King County committee; an increase

in funding the District's capital program; and an increase in the subregional opportunity fund that funds local flood control projects. Bellevue currently receives about \$400,000 per year from the subregional opportunity fund, and it is estimated to increase to over \$500,000.

ATTACHMENT:

October 25, 2013 letter from Bellevue to King County Solid Waste Division Director Pat McLaughlin (with attachments).



City of
Bellevue

Office of the Mayor • Phone (425) 452-7810 • Fax (425) 452-7919
Post Office Box 90012 • Bellevue, Washington • 98009-9012

SENT VIA ELECTRONIC MAIL

October 25, 2013

Pat McLaughlin, Director
King County Solid Waste Division
201 South Jackson Street, Suite 701
Seattle, WA 98104

Re: Bellevue City Council Comments on Draft Solid Waste Transfer Station Plan Review

Dear Mr. McLaughlin:

I am writing in response to your request for comments on the draft Solid Waste Transfer Station Plan review. The Bellevue City Council reviewed the draft Plan and supports the following:

- A regional solid waste system that provides facilities that are efficiently and equitably distributed throughout King County so that no areas are underserved and no one city bears a disproportionate share of responsibility for the region's solid waste;
- Building a new transfer station in northeast King County to address projected growth in the northeast and more equitably distribute impacts, including road, traffic, land use compatibility and collection costs;
- Honoring the agreement between the City and the County not to build any portion of the Factoria Transfer Station on the upper Eastgate Way property abutting Eastgate Way (see attached map); and
- Sale of the Eastgate Way property in the future, with the proceeds used to offset the cost to develop other system capital investments and provide rate relief to all customers.

"Supersizing" the new Factoria Transfer Station or building an additional transfer station on the upper Eastgate Way property would be incompatible with land use in the area and detrimental to the City of Bellevue for the following reasons:

- The Bellevue City Council recently adopted the Eastgate I-90 Corridor Plan (see attached "Eastgate/I-90 Land Use and Transportation Project" summary) that solidifies the City's vision for commercial development of the area and envisions Eastgate Way as a mixed-use, transit-oriented development around the Eastgate Park and Ride and Bellevue College;

City of Bellevue offices are located at 450 - 110th Avenue N.E.

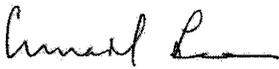
- The I-90 Corridor Plan specifically designates the upper Eastgate Way property for office development (see attached “King County Site” excerpt from I-90 Corridor Plan); and
- Traffic continues to increase and is a significant concern for mobility in this area, which is a gateway to Bellevue.

It should also be noted that the Eastgate I-90 Corridor Plan specifically provides appropriate zoning to ensure that the County can rebuild Factoria on its current site and on the adjacent lower properties the County purchased for that purpose. In fact, King County Solid Waste Division staff has worked extensively and cooperatively with Bellevue staff to secure the permits needed to rebuild on those lower sites.

Specifically, the Council strongly urges that the ambiguous language in the draft Plan recommendation regarding the future expansion of Factoria be removed and replaced with a definitive statement that the County will **not** seek to expand the Factoria Transfer Station on the upper Eastgate Way property now or in the future.

We look forward to continuing to work cooperatively with you on rebuilding the Factoria Transfer Station on the existing site. Thank you for considering the Council’s comments on the draft Plan recommendation.

Sincerely,



Conrad Lee
Mayor

cc: Bellevue City Council
The Honorable Dow Constantine, King County Executive
King County Council
Diane Carlson, Director of Regional Initiatives, King County Executive’s Office
Kevin Kiernan, Assistant King County Solid Waste Division Director

Attachments:

Map of Factoria Transfer Station
Eastgate/I-90 Land Use and Transportation Project Summary
“King County Site” excerpt from I-90 Corridor Plan



Fctoria Transfer Station - 13800 SE 32nd Street, Bellevue, WA

Eastgate/I-90 Land Use & Transportation Project

What is this project?

In October 2010 the Bellevue City Council authorized the Eastgate/I-90 Land Use & Transportation Project to identify a long-term (to year 2030) vision for the area. A Citizen Advisory Council (CAC) identified, developed, and evaluated land use and multi-modal transportation concepts.

The planning process extended from November 2010 to April 2012. It included regular monthly meetings, public open houses, an economic development forum, online surveys, stakeholder interviews, and presentations to interest groups.

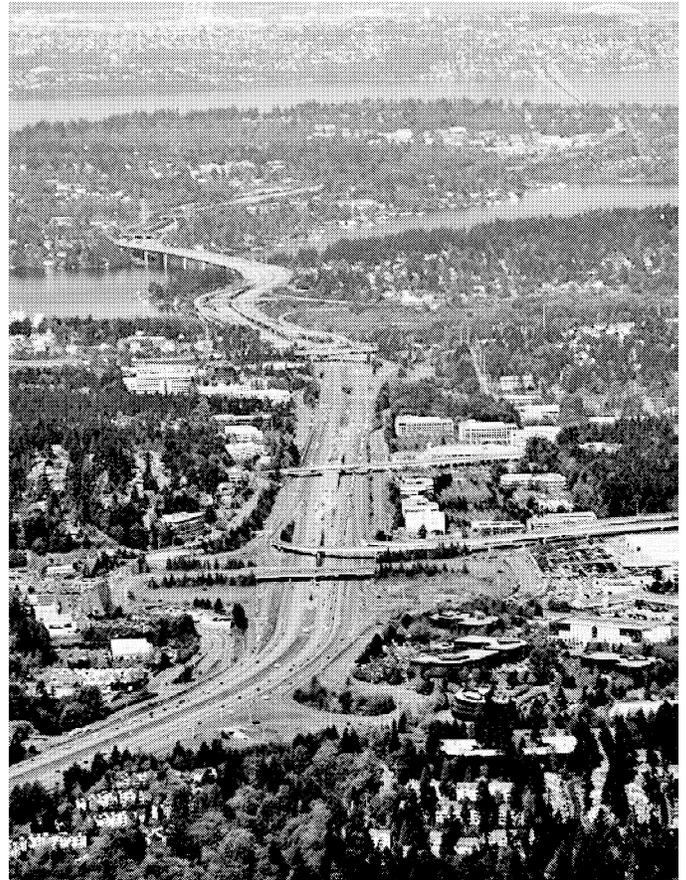
The CAC's work culminated in a "preferred alternative" that enhances the economic vitality of the I-90 corridor, provides for neighborhood retail services, improves transportation infrastructure, traffic flow, and travel options, upgrades the area's environmental quality and visual character, and supports the institutional mission of Bellevue College.

What's the vision?

LAND USE

The best opportunity to expand Eastgate's economic role as an employment center, as well as adding retail services and some residences, is mixed-use transit oriented development (TOD) around the Eastgate Park & Ride and south of the Bellevue College (BC) campus. This area has the potential to accommodate a substantial portion of the market demand for additional office space, is suitable for mid-rise residential development, leverages transit investment, and minimizes adverse impacts to transportation systems. As such, the greatest building heights and intensity are proposed at this location. This development concept also provides a spectrum of opportunities for BC and creates a high visibility focus for Eastgate with a mix of uses, multi-modal access, and ample amenities.

Elsewhere in the corridor, redevelopment would be encouraged by allowing larger office buildings, though less than at the TOD center. Increased development potential would be offered in exchange for public benefits. Current restrictions on support retail and service uses in office districts would be eased to bring these conveniences closer to places of employment,



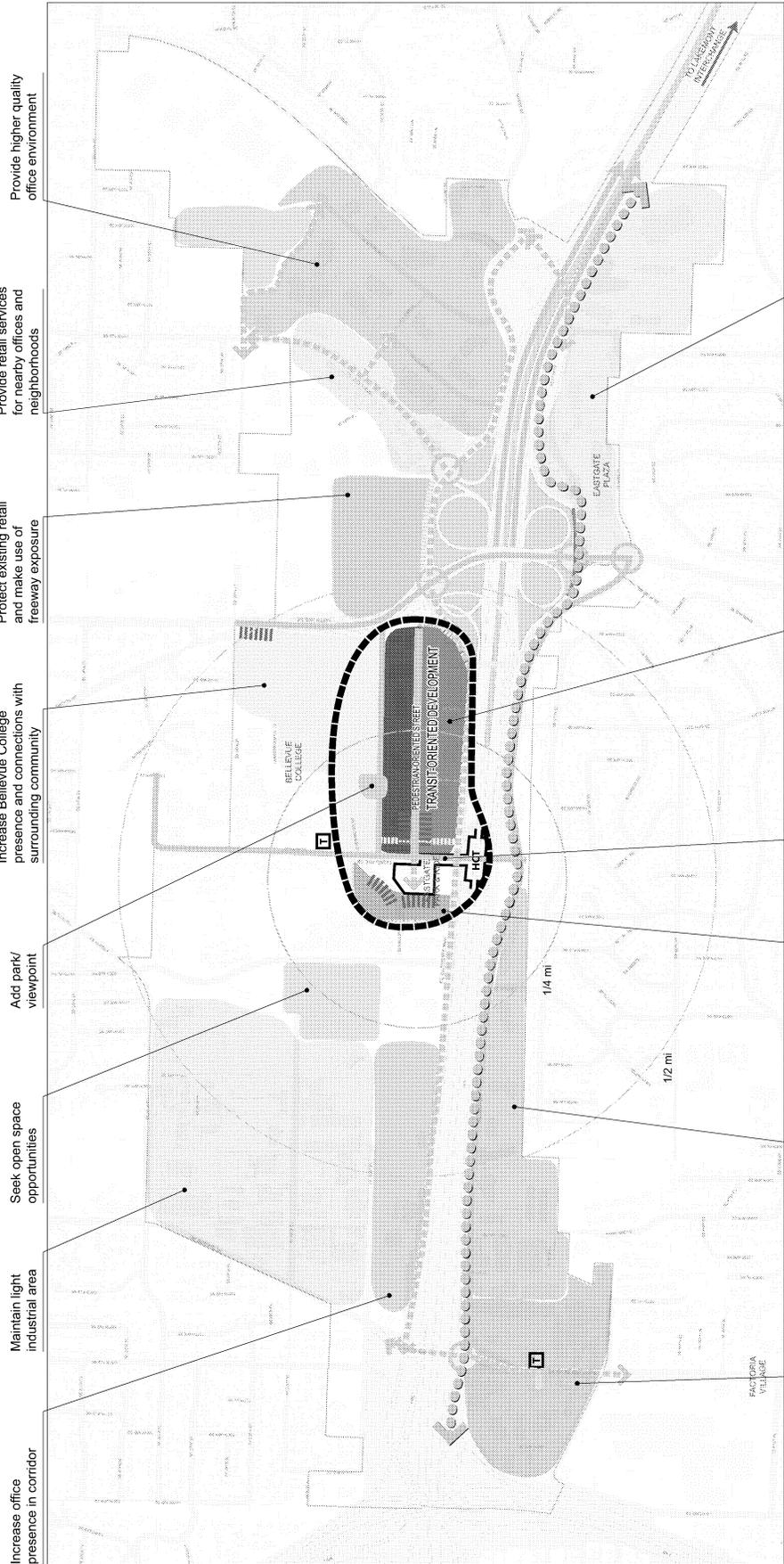
How much growth can Bellevue expect here?

The preferred alternative is projected to accommodate the following new growth by the year 2030:

- Office – 1,800,000 square feet
- Institutional (Bellevue College) – 350,000 square feet
- Retail – 100,000 square feet
- Industrial – 0 square feet
- Hotel – 300 rooms
- Residential – 800 dwelling units

To make this growth possible, land use regulations and policies must change, especially to encourage redevelopment that contributes to the corridor's economic vitality and desired public amenities. Without these changes, little growth is expected within the next twenty years due to the developed nature of the corridor and the value of existing improvements.

Preferred Alternative



Increase office presence in corridor

Maintain light industrial area

Seek open space opportunities

Add park/viewpoint

Increase Bellevue College presence and connections with surrounding community

Protect existing retail and make use of freeway exposure

Provide retail services for nearby offices and neighborhoods

Provide higher quality office environment

Build on "Factoria Urban Village Concept"; utilize existing retail and transit

Support business and increase office presence

Activate and make use of transit center

Improve 142nd bridge

Transit-oriented core of Eastgate; high-activity transit hub with connections to Bellevue College

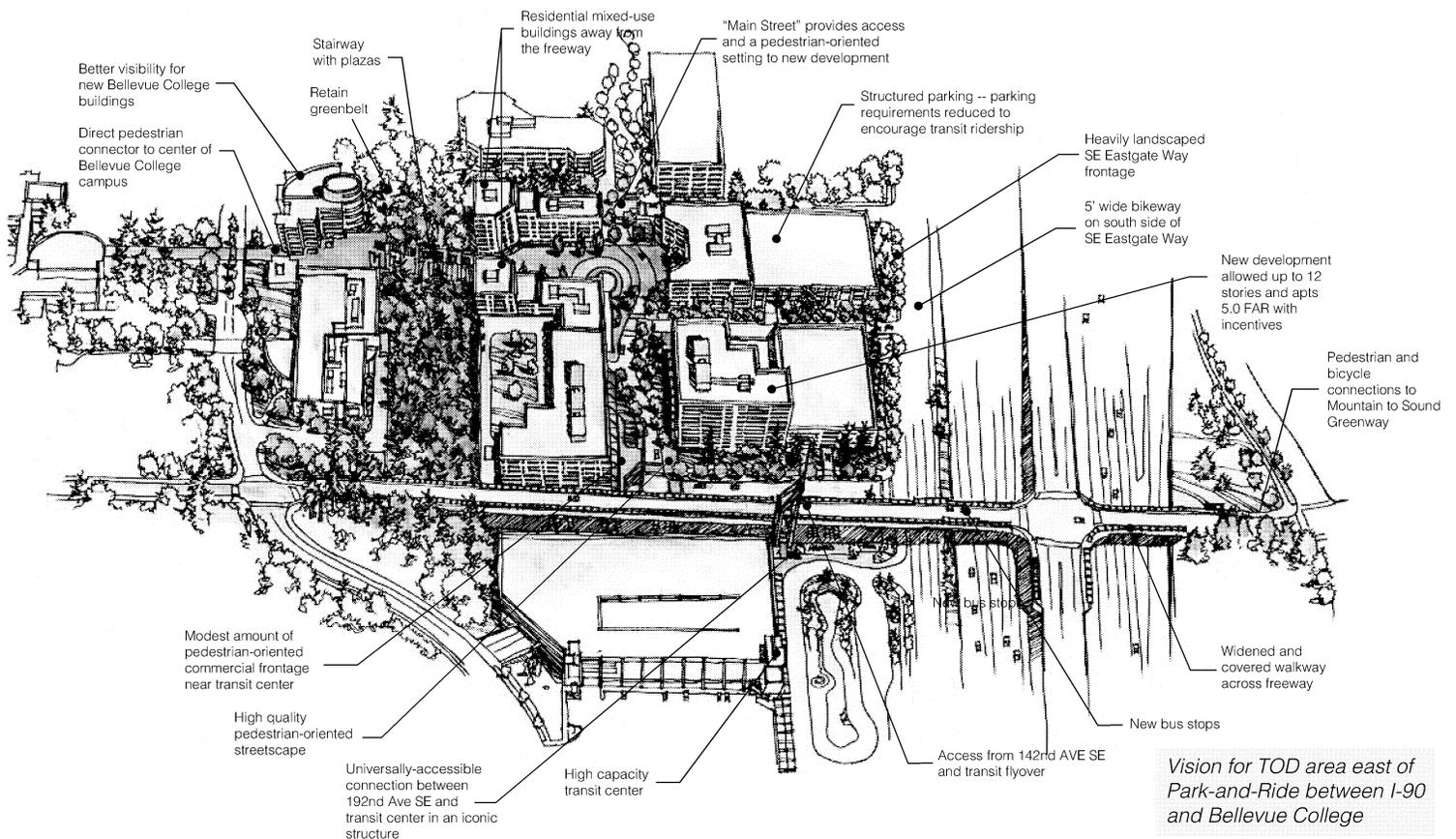
Serve surrounding neighborhoods

- reducing daytime vehicle trips. Existing retail centers (e.g., Sunset Village, Eastgate Plaza, Factoria Village, and 156th Ave SE) would be retained and enhanced, to continue to serve the employment base and surrounding neighborhoods. Modest residential development would occur, taking advantage of proximity to employment, transportation, and shopping.
- Support business and increase office presence
- bicycle facilities, and pedestrian enhancements. This vision arose out of a robust screening process that took into account the ability of Bellevue and its partner agencies to secure funding to implement the projects.
- Consistent with the TOD concept, the transportation vision promotes improvements to the 142nd PI SE bridge to create a "transit emphasis corridor." Sidewalks would be widened and canopies added for protection from the weather. The bridge would provide convenient connections to the Mountains-to-Sound Greenway Trail south of I-90, the transit center on the north side of I-90, the future TOD center, and Bellevue College, creating a strong north-south linkage.
- Other transportation improvements recommended in the preferred alternative address the following:
 - Improvements to existing and future choke points at critical intersections and their approaches (could include roundabouts or other traffic control devices);
 - Access to and support for new development;
 - Safer and more complete pedestrian and bicycle networks;
- Transit-oriented core of Eastgate; high-activity transit hub with connections to Bellevue College
 - Completion of the Mountains-to-Sound Greenway Trail through Eastgate;
 - Upgraded transit operations and access to transit stops;
 - Improved visual coherence and attractiveness of the corridor (e.g., 150th Avenue SE boulevard project); and
 - Support of WSDOT in their efforts to increase vehicle capacity on I-90.
- Serve surrounding neighborhoods
 - Taken together, these measures will ensure that the land use growth envisioned by the preferred alternative will be supported by appropriate infrastructure improvements.

TRANSPORTATION

The land use vision is supported by transportation strategies that serve regional and local travel with an expanded and more efficient interstate system, network of local streets, bus routes,





Vision for TOD area east of Park-and-Ride between I-90 and Bellevue College

What could it look and feel like?

Building on Bellevue's "City in a Park" theme, landscaping is emphasized to enhance corridors and frame views, such as naturalistic landscaping in the freeway and interchange ROW and substantial street landscaping on several streets. The new TOD area will likely be a more intense, urban character with a pedestrian-friendly main street and landmark structures visible from I-90 (see image above). Finally, the Mountains to Sound Greenway trail will add a "green" connector through the area.

How can it happen?

The "vision" is just the starting point for realizing the evolution of the corridor. General implementation strategies include:

- Amend the City's Comprehensive Plan, Land Use Code, Zoning Map, and Transportation Facilities Plan.
- Complete the environmental review.
- Balance increased development potential with public benefit requirements (e.g., open space, outdoor seating, affordable housing, bicycle facilities, etc.).
- Study allowable building heights and floor area ratios in more detail to ensure the quality of future development.
- Direct a substantial portion of the projected office and residential growth to the Transit-Oriented Development center through Land Use Code amendments.
- Partner or continue partnering with other agencies, service providers, and private development (e.g., WSDOT, Metro, Sound Transit, and Bellevue College).



Recommended improvements to SE 36th St include Mountains-to-Sound Greenway Trail on north side, landscaping to buffer walkers and bicyclists and encourage a human scale, prominent crosswalks, and striped bike route.

- Invest in projects outlined in the Transportation Strategies Report.
- Create design guidelines and "green" guidelines to ensure high quality and sustainable private development.
- Landscape the interchanges with gateway treatments.

These actions will help ensure that the Eastgate corridor will continue to be a major contributor to Bellevue's economic vitality, provide local services and connections, serve as a prominent and visually pleasing gateway, and remain an attractive place in which to do business and serve the surrounding community.

For more information and full report, visit:
www.ci.bellevue.wa.us/eastgate-corridor.htm



Eastgate/I-90
 Land Use & Transportation Project

King County Site

DESCRIPTION AND PURPOSE

Lying on the north side of I-90 midway between Richards Road and the Park and Ride/Transit Center, the former King County Metro park and ride site is seen as an opportunity for new office development that will significantly increase Eastgate's economic activity. The currently vacant site is depressed below both the I-90 and SE Eastgate Way road profiles, but its convenient access makes it desirable as an office location. Greater height and FAR allowances are proposed to give the site the visibility new office space will require and encourage greater "infill" development just west of the transit center. The objectives for this area call for substantial street landscaping and on-site open space to compensate for the additional allowed development capacity.

USES AND INTENSITY

Use: Office uses are encouraged. Support retail and service uses are allowed but not required.

Maximum FAR: Allowable Floor Area Ratio should be sufficient to ensure that this site will perform economically. An FAR of roughly 1.0 to 1.5 is recommended. FAR above 0.5 should be achieved through an incentive system or similar mechanism.

Maximum building height: Allowable building heights should provide visibility from I-90. Heights are generally assumed to be in the 8 to 12 story range.

CHARACTER

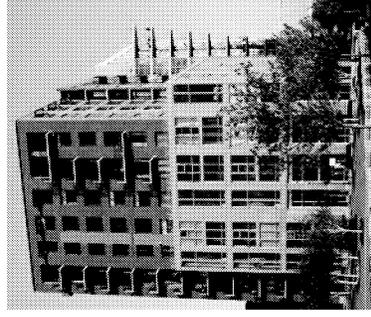
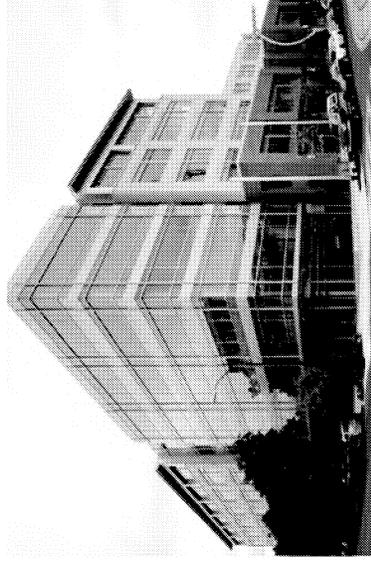
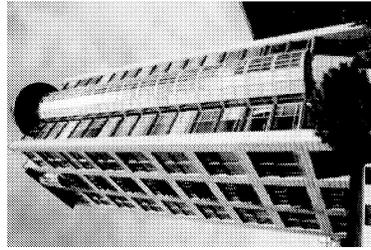
It is anticipated that one or two towers will be constructed with structured parking.

providing substantial opportunity for naturalistic landscaping. Design guidelines and site design standards should be established to ensure that the buildings exhibit high quality design and construction. The envisioned image is one or two sculptural towers emerging from a heavily vegetated backdrop.

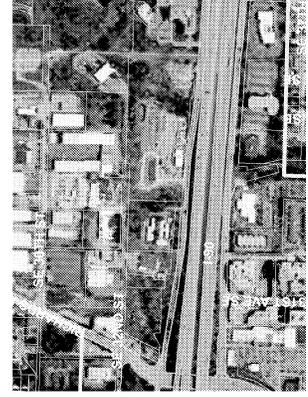
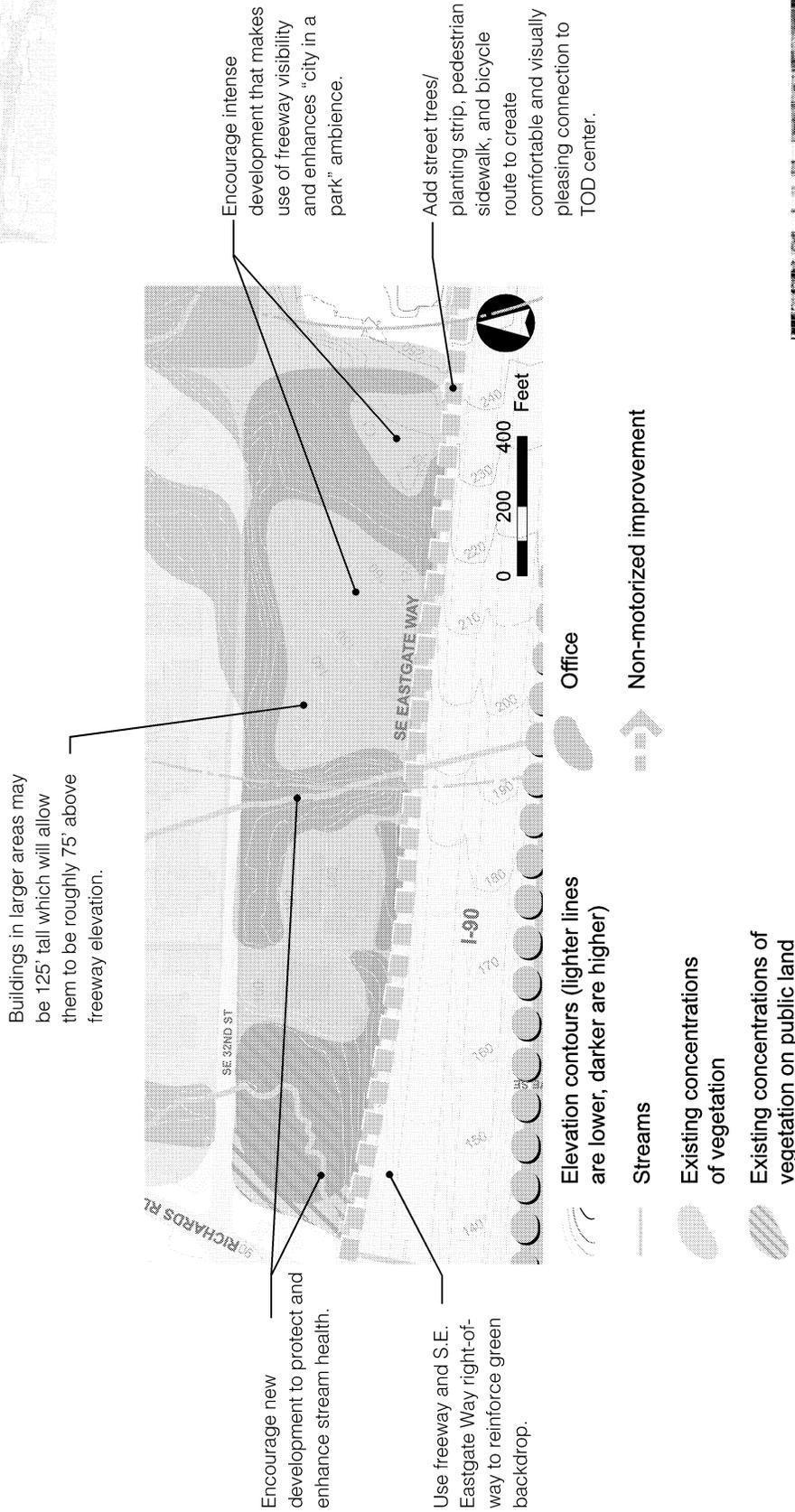
ATTRIBUTES AND STRATEGIES

- Allow greater development capacity to encourage higher intensity office and supporting uses.
- Enhance access and connectivity in the corridor with bicycle lanes and sidewalks on SE Eastgate Way.
- Establish building and site design standards to ensure that this project adds to the area's visual quality.

CHARACTER EXAMPLES



KING COUNTY SITE



Existing conditions