

**CITY COUNCIL STUDY SESSION ITEM**

**SUBJECT:**

Ordinance No. 5942 authorizing:

1. Amendment of the 2009-2015 Capital Investment Program (CIP) Plan to create a new CIP project entitled NE 15<sup>th</sup> Street Multi-Modal Corridor (Sgmt 1), 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE (CIP Plan No. PW-R-163) with an initial project budget of \$1,000,000;
2. Transfer a total of \$1,000,000 in Mobility and Infrastructure Initiative funding from CIP Plan No. G-80 to fund CIP Plan No. PW-R-163; and,
3. Execution of a consultant agreement with HDR Engineering, Inc. in the total amount of \$1,331,471.49 for advancing pre-design engineering of the NE 15<sup>th</sup> Street Multi-Modal corridor between 116<sup>th</sup> Avenue NE and Northup Way in a phased approach, which will be funded by CIP Plan No. PW-R-163 & CIP Plan No. PW-R-153 Early Implementation of Bel-Red Corridor Plan.

**STAFF CONTACT:**

Goran Sparrman, Director, 425-245-4338  
David Berg, Deputy Director, 425-452-6468  
Rick Logwood, Capital Projects Manager, 425-452-6858  
*Transportation Department*

**FISCAL IMPACT:**

Approval of this Ordinance will create a new CIP project entitled NE 15<sup>th</sup> Street Multi-Modal Corridor (Sgmt 1), 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE (CIP Plan No. PW-R-163), with an initial project budget of \$1,000,000, will temporarily transfer \$1,000,000 in funding from the existing General Government CIP project for the Mobility and Infrastructure Initiative (CIP Plan No. G-80), and authorize execution of a consultant agreement with HDR Engineering, Inc.

The consultant agreement reflects a phased approach to advance pre-design engineering for the NE 15<sup>th</sup> Street Multi-Modal corridor at a total contract amount of \$1,331,471.49. Funding for the agreement is comprised of funding from the new CIP Plan No. PW-R-163 and existing CIP Plan No. PW-R-153 as follows:

	<u>PW-R-153</u>	<u>PW-R-163</u>	<u>Total</u>
<b>Phase 1:</b>	\$ 331,584	\$ 118,422.50	\$ 450,006.50
<b>Phase 2:</b>	<u>0</u>	<u>881,464.99</u>	<u>881,464.99</u>
<b>Total</b>	\$ 331,584	\$ 999,887.49	\$1,331,471.49

As this contract includes work to be completed in phases, only the work authorized by the City will be implemented.

All engineering design, right of way, and construction costs will be tracked for inclusion in a Bel-Red Corridor Local Improvement District (LID), which is a proposed funding strategy in the Mobility and Infrastructure Finance Plan, should it be formed.

**POLICY ISSUES:**

On October 12, 2009, Sound Transit presented to Council an update on their preliminary engineering design progress, including a new D2A “north hybrid” alignment, station options, and roadway crossing alternatives, which would be located adjacent to the proposed NE 15<sup>th</sup> Street corridor. As Sound Transit continues advancing engineering, and is now scheduled to select preferred alignments for the East Link project in late April 2010, the City will need to evaluate how the new D-segment alignment integrates with or potentially impacts, the NE 15<sup>th</sup>/16<sup>th</sup> Street multi-modal corridor.

In February 2009, Council adopted Comprehensive Plan Amendments for the Bel-Red Corridor subarea, which included a number of specific policies, which this work will address. These policies include but are not limited to the following:

Policy S-BR-55: Extend and expand NE 15<sup>th</sup>/16<sup>th</sup> Street as a multi-modal corridor that includes vehicular, high capacity transit, and non-motorized travel modes to serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces, and environmentally sensitive design features.

Policy S-BR-16: Encourage place-making and a dynamic public realm by integrating publicly assessable plazas, open spaces and other gathering places within development, in public and private projects.

Policy S-BR-29: Explore stormwater basin planning as a future step. Such planning might evaluate corridor stormwater treatment and detention across multiple properties and may provide for broader environmental benefits as compared to a site-by-site basis.

Policy S-BR-25: Design and develop an outstanding street environment that promotes streets as key urban places sensitive to their context and providing an interesting and aesthetically rich experience. Apply a street hierarchy with design guidelines and street standards that provide an appropriate combination of elements.

**DIRECTION NEEDED FROM COUNCIL:**

- Action
- Discussion
- Information

**BACKGROUND/ANALYSIS:**

The presentation this evening is a continuation of Council’s discussion from March 1, 2010, allowing staff time to return with responses to questions asked by Council members. Additional background is included in the attached agenda materials, which were provided in the Council Study Session packet of March 1, 2010.

**Questions:**

Q. What is the urgency to move forward now?

Sound Transit is advancing engineering for the D-segment and will select preferred alignments in late April. The City’s engineering needs to proceed to evaluate how the

new D-segment alignment will integrate with or potentially impact the NE 15<sup>th</sup>/16<sup>th</sup> Street multi-modal corridor. Further, Council direction is needed on the overall design and cross-section of the NE 15<sup>th</sup>/16<sup>th</sup> Street multi-modal corridor.

Q. What is the short term funding for the Mobility Infrastructure Initiative, how is it allocated, and what is remaining?

Funding for the short term Mobility and Infrastructure Initiative totals \$20.0 million. Council has allocated \$13.2 million to date and tonight's proposed action is to allocate an additional \$1.0 million, leaving a balance of \$5.8 million.

Funding

Council approved two 2% property tax levy increases (2007 and 2008) and issued \$14.0 million in long term debt to fund the first phase of the Supplemental CIP. As part of the 2009-2010 CIP spending plan, \$7.4 million of this funding was identified as available for Council to direct to other high priority capital needs (see attached 2009-2010 Supplemental CIP Spending Plan). At the January 2010 Council Retreat, staff presented a funding strategy that included the transfer of these funds and the issuance of \$10.0 million in long term debt, which can be supported by the 3% property tax levy increase from 2009. Subsequently, on February 1, 2010, Council directed staff to accept \$2.6 million in federal grants.

Allocated to Projects

On February 1, 2010, Council adopted three projects and allocated funding totaling \$13.2 million. The proposed action this evening is to allocate an additional \$1.0 million for the NE 15<sup>th</sup> Street Multi-Modal Corridor (Segment 1), 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE project. Therefore, the total amount allocated is \$14.2 million.

Category	Amount (\$ in 000s)
<b>Funding</b>	
Supplemental CIP Funding (two 2% levy increases)	\$14,000
Supplemental CIP Spending	(6,600)
Supplemental CIP Funding transferred to Mobility Initiative	\$7,400
Federal Grant (120th Avenue NE Improvements)	2,600
Long-term Debt (2009 3% levy increase)	10,000
<b>Total Funding</b>	<b>\$20,000</b>
Category	Amount (\$ in 000s)
<b>Project Costs</b>	
Adopted by Council on February 1, 2010:	
NE 4th Street Extension (PW-R-160)	\$3,600
120th Ave NE Improvements (PW-R-161)	8,600
NE 6th Street Extension (PW-R-162)	1,000
<b>Subtotal Projects Adopted on February 1, 2010</b>	<b>\$13,200</b>
Tonight's Proposed Action:	
NE 15th Street Multi-Modal Corridor (Segment 1)	1,000
<b>Total Project Costs</b>	<b>\$14,200</b>
<b>Remaining Funding Available</b>	<b>\$5,800</b>

Q. How are the estimated costs of the NE 15<sup>th</sup> Street Multi-Modal Corridor (Sgmt 1) distributed between the two segments consisting of 116<sup>th</sup> Avenue NE to 120<sup>th</sup> Avenue NE, and between 120<sup>th</sup> Avenue NE and 124<sup>th</sup> Avenue NE?

Based on 2009 cost estimates including engineering, right-of-way acquisition, construction, and alignment the costs are distributed as follows:

116 <sup>th</sup> Ave NE to 120 <sup>th</sup> Ave NE	\$50 million
120 <sup>th</sup> Ave NE to 124 <sup>th</sup> Ave NE	<u>34 million</u>
Total	\$84 million

The approximate costs as shown above do not fully reflect other site modifications or adjustments that may occur based on a phased approach or other changes in economy of scale.

Q. What is the transportation system performance if the segment between 116<sup>th</sup> Ave NE and 120<sup>th</sup> Ave NE is deleted?

Staff is completing modeling analysis in response to this question and will have information for Council at the Study Session.

Q. What would be an approximate cost for 5% engineering for segments along 120<sup>th</sup> Avenue NE, north of NE 8<sup>th</sup> Street?

120 <sup>th</sup> Ave NE, NE 8 <sup>th</sup> Street to NE 12 <sup>th</sup> Street	\$190,000
120 <sup>th</sup> Ave NE, NE 12 <sup>th</sup> Street to NE 15 <sup>th</sup> Street	\$140,000
120 <sup>th</sup> Avenue NE, NE 15 <sup>th</sup> Street to Northup Way	\$100,000

Q. What are the deliverables for each phase?

- Phase 1 (NE 15<sup>th</sup>/16<sup>th</sup>, 116<sup>th</sup> to Northup Way):
  - Integration analysis of:
    - Evaluate and develop engineering alignments (Roadway and LRT hybrid alignment and options (at-grade/retained cut))
    - Intersection and roadway designs (at-grade, grade separated)
    - Evaluate and define Non-Motorized, open-space connections and corridor greenspace enhancements
    - Evaluate and define Urban Design and frontage elements, including catalyst development
    - Define Station Areas, Plazas, Park & Ride
    - Refine Interim and long term phasing feasibility
    - Develop corridor alternatives, typical sections.
- Council discussion & direction (July – 2010)
  - Corridor alternatives and concepts
  - Segment typical sections
  - Review LRT alignment decisions or other identified mitigation measures

- Phase 2 (NE 15<sup>th</sup>, 116<sup>th</sup> to 124<sup>th</sup>):
  - Update Master Plan to reflect Council direction
  - Advance engineering of segment 1 to 15% engineering
  - Update cost estimates, supporting negotiations
  - Evaluate environmental sustainability opportunities and develop Stormwater Management Plan
  - Develop Urban Design and Corridor standards
  - Conduct public outreach and communications
  - Complete SEPA/NEPA environmental approval
  - Develop corridor animation model based on alignments and corridor Master Plan.

**ALTERNATIVES:**

- A. Adopt Ordinance No. 5942 authorizing:
1. Amendment of the 2009-2015 Capital Investment Program (CIP) Plan to create a new CIP project entitled NE 15<sup>th</sup> Street Multi-Modal Corridor (Sgmt 1), 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE (CIP Plan No. PW-R-163) with an initial project budget of \$1,000,000;
  2. Transfer a total of \$1,000,000 in Mobility and Infrastructure Initiative funding from CIP Plan No. G-80 to fund CIP Plan No. PW-R-163; and,
  3. Execution of a consultant agreement with HDR Engineering, Inc. in the total amount of \$1,331,471.49 for advancing pre-design engineering of the NE 15<sup>th</sup> Street Multi-Modal corridor between 116<sup>th</sup> Avenue NE and Northup Way in a phased approach, which will be funded by CIP Plan No. PW-R-163 & CIP Plan No. PW-R-153 Early Implementation of Bel-Red Corridor Plan
- B. Adopt Ordinance No. \_\_\_\_\_ authorizing:
1. Amendment of the 2009-2015 Capital Investment Program (CIP) Plan to create a new CIP project entitled NE 15<sup>th</sup> Street Multi-Modal Corridor (Sgmt 1), 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE (CIP Plan No. PW-R-163) with an initial project budget of \$120,000;
  2. Transfer a total of \$120,000 in Mobility and Infrastructure Initiative funding from CIP Plan No. G-80 to fund CIP Plan No. PW-R-163; and,
  3. Execution of a consultant agreement with HDR Engineering, Inc. in the total amount of \$450,006.50 for advancing conceptual engineering (5% design level) of the NE 15<sup>th</sup> Street Multi-Modal corridor between 116<sup>th</sup> Avenue NE and Northup Way, which will be funded by CIP Plan No. PW-R-163 & CIP Plan No. PW-R-153 Early Implementation of Bel-Red Corridor Plan
- C. Do not adopt either Ordinance, and provide alternative direction to staff.

**RECOMMENDATION:**

- A. Adopt Ordinance No. 5942 authorizing:
1. Amendment of the 2009-2015 Capital Investment Program (CIP) Plan to create a new CIP project entitled NE 15<sup>th</sup> Street Multi-Modal Corridor (Sgmt 1), 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE (CIP Plan No. PW-R-163) with an initial project budget of \$1,000,000;
  2. Transfer a total of \$1,000,000 in Mobility and Infrastructure Initiative funding from CIP Plan No. G-80 to fund CIP Plan No. PW-R-163; and,
  3. Execution of a consultant agreement with HDR Engineering, Inc. in the total amount of \$1,331,471.49 for advancing pre-design engineering of the NE 15<sup>th</sup> Street Multi-Modal corridor between 116<sup>th</sup> Avenue NE and Northup Way in a phased approach, which will be

funded by CIP Plan No. PW-R-163 & CIP Plan No. PW-R-153 Early Implementation of Bel-Red Corridor Plan

**MOTION:**

Move to adopt Ordinance No. 5942 authorizing:

1. Amendment of the 2009-2015 Capital Investment Program (CIP) Plan to create a new CIP project entitled NE 15<sup>th</sup> Street Multi-Modal Corridor (Sgmt 1), 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE (CIP Plan No. PW-R-163) with an initial project budget of \$1,000,000;
2. Transfer a total of \$1,000,000 in Mobility and Infrastructure Initiative funding from CIP Plan No. G-80 to fund CIP Plan No. PW-R-163; and,
3. Execution of a consultant agreement with HDR Engineering, Inc. in the total amount of \$1,331,471.49 for advancing pre-design engineering of the NE 15<sup>th</sup> Street Multi-Modal corridor between 116<sup>th</sup> Avenue NE and Northup Way in a phased approach, which will be funded by CIP Plan No. PW-R-163 & CIP Plan No. PW-R-153 Early Implementation of Bel-Red Corridor Plan

**ATTACHMENT(S):**

2009-2010 Supplemental CIP Spending Plan

Council Agenda Materials, Item No. SS-2(b), March 1, 2010

Proposed Ordinance No. 5942

**AVAILABLE IN COUNCIL OFFICE:**

Final draft – Professional Services Agreement – HDR Engineering, Inc.

# 2009-2010 Supplemental CIP Spending Plan

CIP Plan No.	Project Name	Supplemental Adopted Budget	Supplemental Spending Plan	Def/Reduction \$
PW-W/B-76	Neighborhood Sidewalk Improvements	\$3,000	\$2,500	\$500
PW-W/B-77	Downtown Mid-Block Crossing	1,050	850	200
PW-R-158	Downtown Great Streets	2,800	0	2,800
CD-19	Downtown Investments/DIP Implementation	2,150	150	2,000
PW-R-150	NE 2nd Street Roadway Enhancement	4,000	2,100	1,900
PW-R-141	Westlake Sammamish Parkway Improvements	1,000	1,000	0
	<b>TOTAL SUPPLEMENTAL CIP</b>	<b>\$14,000</b>	<b>\$6,600</b>	<b>\$7,400</b>

Note:

Funded by two 2% property tax increases (2007-2008)

**CITY COUNCIL AGENDA MEMORANDUM**

**SUBJECT:**

Ordinance No. 5942 authorizing:

1. Amendment of the 2009-2015 Capital Investment Program (CIP) Plan to create a new CIP project entitled NE 15<sup>th</sup> Street Multi-Modal Corridor (Sgmt 1), 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE (CIP Plan No. PW-R-163) with an initial project budget of \$1,000,000;
2. Transfer a total of \$1,000,000 in Mobility & Infrastructure Initiative funding from CIP Plan No. G-80 to fund CIP Plan No. PW-R-163; and,
3. Execution of a consultant agreement with HDR Engineering, Inc, in the total amount of \$1,331,583.58 for advancing engineering work for the NE 15<sup>th</sup>/16<sup>th</sup> Street corridor from 116<sup>th</sup> Avenue NE east to Northup Way, which will be funded by CIP Plan No. PW-R-163 & CIP Plan No. PW-R-153 Early Implementation of the Bel-Red Corridor Plan.

**FISCAL IMPACT:**

Approval of this Ordinance will create a new project entitled NE 15<sup>th</sup> Street Multi-Modal Corridor (Sgmt 1) – 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE (CIP Plan No. PW-R-163), with an initial project budget of \$1,000,000. Funding for this project is provided by temporarily transferring \$1,000,000 from the existing General Government CIP project for the Mobility and Infrastructure Initiative (CIP Plan No. G-80). Cash flow borrowing may be necessary prior to the issuance of long-term debt.

This action also executes a consultant agreement with HDR Engineering, Inc, in the total amount of \$1,331,583.58. This consultant agreement was negotiated so the actual consultant work would be phased. The initial phase deliverables would include a conceptual corridor plan from 116<sup>th</sup> Avenue NE to Northup Way including the integration of Sound Transit's East Link D-Segment and station elements, non-motorized facilities, and planned/proposed development along the corridor. This phase would also develop consensus on typical cross sections at key locations along the corridor, evaluate further corridor phasing options, and update the traffic analysis based on the integrated approach. Council endorsement of the phase one work would occur prior to the consultant moving into phase two of this consultant agreement.

Phase two would advance the conceptual corridor plan to a final corridor plan encompassing an approved integrated approach, phasing, development of standards and details, and development of a coordinated approach to address stormwater treatment and detention. This phase would also advance pre-design engineering on the segment west of 124<sup>th</sup> Avenue NE to a 15% level of design with environmental approvals, which further supports planned development.

The total pre-design effort is \$1,331,583.58. This work, as phased, is fully funded through a combination of transferring \$1,000,000 from CIP Plan G-80 to the new NE 15<sup>th</sup> Street Multi-Modal Corridor Project (Sgmt 1) 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE (CIP Plan No. PW-R-163) and \$331,584 in funding from the Early Implementation of the Bel-Red Corridor Plan (CIP Plan No. PW-R-153).

CIP Plan No.	Description	Total
PW-R-163	NE 15 <sup>th</sup> Street Multi-Modal Corridor (Sgmt 1)	\$1,000,000
PW-R-153	Early Implementation of the Bel-Red Corridor Plan	331,584
		<b>\$1,331,584</b>

All engineering design, right of way, and construction costs will be tracked for inclusion in a Bel-Red Corridor Local Improvement District (proposed as a funding strategy in the Mobility and Infrastructure Finance Plan), should it be formed.

**STAFF CONTACT:**

Goran Sparrman, Director, 425-452-4338  
David Berg, Deputy Director, 425-452-6468  
Rick Logwood, Capital Projects Manager, 425-452-6858  
*Transportation Department*

**POLICY CONSIDERATION:**

Council adopted the Comprehensive Plan amendments to include the Bel-Red Corridor Plan on February 17, 2009. There are a number of specific Bel-Red related Comprehensive Plan policies that this work will address, including but not limited to the following:

Policy S-BR-55: Extend and expand NE 15<sup>th</sup>/16<sup>th</sup> Street as a multi-modal corridor that includes vehicular, high capacity transit, and non-motorized travel modes to serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces, and environmentally sensitive design features.

Policy S-BR-16: Encourage place-making and a dynamic public realm by integrating publicly assessable plazas, open spaces and other gathering places within development, in public and private projects.

Policy S-BR-29: Explore stormwater basin planning as a future step. Such planning might evaluate corridor stormwater treatment and detention across multiple properties and may provide for broader environmental benefits as compared to a site-by-site basis.

Policy S-BR-25: Design and develop an outstanding street environment that promotes streets as key urban places sensitive to their context and providing an interesting and aesthetically rich experience. Apply a street hierarchy with design guidelines and street standards that provide an appropriate combination of elements.

Additionally, on October 12, 2009, Sound Transit staff presented to Council an update on preliminary engineering design progress including a new D2A “north hybrid” alignment and the proposed station, which would be located adjacent to the proposed NE 15<sup>th</sup> Street corridor. As Sound Transit is now scheduled to act on preferred alignments for the East Link project in late April 2010, Council will need to evaluate the new alignment and how it integrates with, or potentially impacts, the NE 15<sup>th</sup>/16<sup>th</sup> Street corridor.

**BACKGROUND:**

*Pre-Design Phasing:*

There are two phases proposed for this work, with the second phase building upon discussion and direction established in the first phase:

The first phase of the pre-design work is structured toward addressing critical Council needs in defining an integrated approach for 15<sup>th</sup>/16<sup>th</sup> and East Link. This phase will evaluate phasing options for 15<sup>th</sup>/16<sup>th</sup> including identifying interim and ultimate improvements, develop typical corridor cross-sections at key locations, and define how alignments and infrastructure will be integrated.

Should this first phase not occur, Council will not have sufficient information necessary to address specifics in how a NE 15<sup>th</sup>/16<sup>th</sup> multi-modal corridor approach integrates with Sound Transit's D-Segment revised alignment, in a manner that addresses the City's interest or next steps regarding mitigation or negotiating other options. Additionally, development of typical cross sections for NE 15<sup>th</sup>/16<sup>th</sup> will not occur without this phase one work.

The second phase of the pre-design work will commence and build upon Council endorsement of the phase one work. This second phase will develop the final corridor plan, corridor urban development and arterial street standards specific to NE 15<sup>th</sup>/16<sup>th</sup>, and update project costs estimates. This phase will distinguish costs/responsibilities regarding development of Sound Transit's D-Segment improvements as well as identifying mitigation measures. This phase will also define improvements that best support and address environmental sustainability regarding the treatment and conveyance of stormwater runoff, and develop a corridor animation model reflecting the final adopted vision for the integrated multi-modal corridor.

Further, the second phase will establish the more detailed engineering alignments and environmental approvals west of 124<sup>th</sup> Avenue NE positioning this segment of the corridor to be competitive in future grant opportunities. These same engineering alignments will allow private development to build infrastructure compatible with a future NE 15<sup>th</sup>/16<sup>th</sup>.

Should this second phase not occur, the multi-modal corridor approach and modifications identified in the corridor concept plan will not be sufficiently defined to support a Comprehensive Plan Amendment. Also, opportunities for a coordinated stormwater management approach may be missed, and development of corridor urban development standards will be delayed, which Sound Transit will also need to address. Subsequently, based on the current schedule, Sound Transit may be well underway with advancing final engineering of their alignment, and station areas. Thus, potential mitigation measures and costs/responsibilities will be difficult to distinguish.

#### ***Previous work on NE 15<sup>th</sup>/16<sup>th</sup>***

Council adopted the Comprehensive Plan amendments to include the Bel-Red Corridor Plan on February 17, 2009. A key component of this plan was the NE15<sup>th</sup>/16<sup>th</sup> multimodal corridor running east-west throughout this area. Conceptual engineering work, approximately a 5% level, was developed on the section of NE15<sup>th</sup>/16<sup>th</sup> west of 124<sup>th</sup> Ave NE in March of 2008. Since this conceptual plan was developed, more recent alignment alternatives for the Sound Transit D-Segment substantially change some of the earlier engineering assumptions.

#### ***Consultant Selection:***

HDR Engineering was selected to be the City's engineering consultant after completing a comprehensive selection and evaluation process.

All professional engineering firms on the City-wide roster were reviewed against project specific performance criteria critical to this effort. The results identified 10 firms having the desirable experience and expertise needed to address critical aspects and challenges associated with the NE 15<sup>th</sup> Street corridor. The firms were requested to submit a seven page proposal highlighting their proposed method and approach to addressing the critical aspects and challenges, including completing similar work within budget and on schedule, and noting any conflict of interest with other work including Sound Transit's East Link Project.

Subsequently, five firms submitted proposals addressing the City's request. The remaining firms indicated that they would not submit a response due to other commitments or where they had identified a conflict of interest with Sound Transit's East Link Project.

Following staff review of proposals received, the following three firms were invited to participate in interviews:

- HNTB Corporation
- KPFF Consulting Engineering
- HDR Engineering, Inc

The interview team was comprised of City staff within the Transportation and Planning & Community Development Departments who are thoroughly knowledgeable with the Bel-Red Corridor Study, Bel-Red vision, integrated transportation system needs, land use, urban design, effective project management procedures, and oversight requirements for this effort.

HDR Engineering, Inc. was the firm that best addressed all required disciplines by demonstrating a broad understanding, well developed approach, and in developing a team structure addressing the critical aspects and challenges associated with the NE 15<sup>th</sup> Street corridor.

***Other Council Actions:***

On February 17, 2009 Council approved Ordinance No. 5859 relating to a Comprehensive Plan Amendment (CPA) known as the Bel-Red CPA; amending the Bel-Red Subarea Transportation Element including policies directing development of NE 15<sup>th</sup>/16<sup>th</sup> Street as a multi-modal corridor (arterial project 107).

On March 23, 2009 Council approved Resolution No. 7896 approving the 2009-2020 Transportation Facilities Plan (TFP), which includes the NE 15<sup>th</sup>/16<sup>th</sup> Street corridor identified as projects 209 and 215.

***Mobility & Infrastructure Initiative:***

On December 1, 2008, Council approved Ordinance No. 5851 adopting the 2009-2010 Budget and 2009-2015 CIP Plan, which included the Mobility and Infrastructure Initiative (CIP Plan No. G-80). NE 15<sup>th</sup>/16<sup>th</sup> between 116<sup>th</sup> Avenue NE and 124<sup>th</sup> Avenue NE is included in the Mobility and Infrastructure Initiative.

**EFFECTIVE DATE:**

**This item has been tentatively calendared for action this evening under Item 11(b) on tonight's Regular Session, or action may be postponed to a later date. If approved, tonight, this Ordinance will become effective on March 10, 2010.**

**OPTIONS:**

I. Adopt Ordinance No. 5942 authorizing:

1. Amendment of the 2009-2015 Capital Investment Program (CIP) Plan to create a new CIP project entitled NE 15<sup>th</sup> Street Multi-Modal Corridor (Sgmt 1), 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE (CIP Plan No. PW-R-163) with an initial project budget of \$1,000,000;
2. Transfer a total of \$1,000,000 in Mobility & Infrastructure Initiative funding from CIP Plan No. G-80 to fund CIP Plan No. PW-R-163; and,
3. Execution of a consultant agreement with HDR Engineering, Inc, in the total amount of \$1,331,583.58 for advancing engineering work for the NE 15<sup>th</sup>/16<sup>th</sup> Street corridor from 116<sup>th</sup> Avenue NE east to Northup Way, which will be funded by CIP Plan No. PW-R-163 & CIP Plan No. PW-R-153 Early Implementation of the Bel-Red Corridor Plan.

II. Adopt Ordinance No. 5942 authorizing:

1. Amendment of the 2009-2015 Capital Investment Program (CIP) Plan to create a new CIP project entitled NE 15<sup>th</sup> Street Multi-Modal Corridor (Sgmt 1), 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE (CIP Plan No. PW-R-163) with an initial project budget of \$118,500;
2. Transfer a total of \$118,500 in Mobility & Infrastructure Initiative funding from CIP Plan No. G-80 to fund CIP Plan No. PW-R-163; and,
3. Execution of a consultant agreement with HDR Engineering, Inc, in the total amount of \$1,331,583.58 for advancing engineering work for the NE 15<sup>th</sup>/16<sup>th</sup> Street corridor from 116<sup>th</sup> Avenue NE east to Northup Way, which will be funded by CIP Plan No. PW-R-163 & CIP Plan No. PW-R-153 Early Implementation of the Bel-Red Corridor Plan.

III. Do not adopt Ordinance No. 5942 and provide alternative direction to staff.

**RECOMMENDATION:**

Adopt Ordinance No. 5942 authorizing:

1. Amendment of the 2009-2015 Capital Investment Program (CIP) Plan to create a new CIP project entitled NE 15<sup>th</sup> Street Multi-Modal Corridor (Sgmt 1), 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE (CIP Plan No. PW-R-163) with an initial project budget of \$1,000,000;
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**MOTION:**

Move to adopt Ordinance No. 5942 authorizing:

1. Amendment of the 2009-2015 Capital Investment Program (CIP) Plan to create a new CIP project entitled NE 15<sup>th</sup> Street Multi-Modal Corridor (Sgmt 1), 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE (CIP Plan No. PW-R-163) with an initial project budget of \$1,000,000;
2. Transfer a total of \$1,000,000 in Mobility & Infrastructure Initiative funding from CIP Plan No. G-80 to fund CIP Plan No. PW-R-163; and,
3. Execution of a consultant agreement with HDR Engineering, Inc, in the total amount of \$1,331,583.58 for advancing engineering work for the NE 15<sup>th</sup>/16<sup>th</sup> Street corridor from 116<sup>th</sup> Avenue NE east to Northup Way, which will be funded by CIP Plan No. PW-R-163 & CIP Plan No. PW-R-153 Early Implementation of the Bel-Red Corridor Plan.

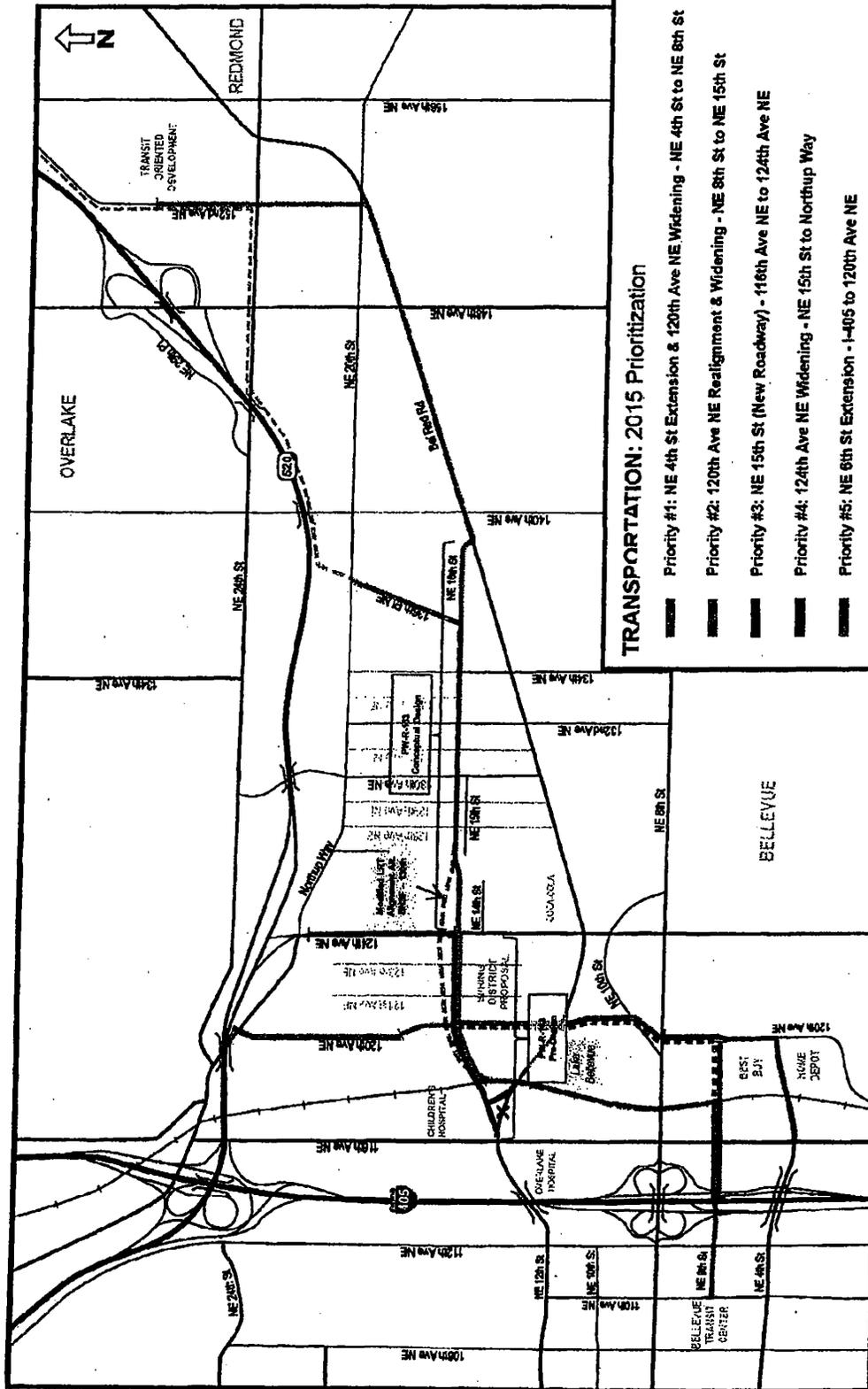
**ATTACHMENTS:**

1. Vicinity Map
2. CIP Project Descriptions:
  - Proposed CIP Plan No. PW-R-163
  - CIP Plan No. PW-R-153

**AVAILABLE IN COUNCIL OFFICE:**

Final Draft of Consultant Agreement

# Mobility and Infrastructure Initiative Projects Vicinity Map



## TRANSPORTATION: 2015 Prioritization

-  Priority #1: NE 4th St Extension & 120th Ave NE Widening - NE 4th St to NE 8th St
-  Priority #2: 120th Ave NE Realignment & Widening - NE 8th St to NE 15th St
-  Priority #3: NE 15th St (New Roadway) - 116th Ave NE to 124th Ave NE
-  Priority #4: 124th Ave NE Widening - NE 15th St to Northrup Way
-  Priority #5: NE 6th St Extension - I-405 to 120th Ave NE
-  Interim BRT - Bellevue Transit Center to Overlake
-  Priority #2A: 120th Avenue NE widening NE15th St. to Northrup Way

-  Bridge
-  Existing Roadway
-  Future Roadway



## PW-R-163 NE 15th St Multi-Modal Corridor (Sgmt 1) – 116th to NE 124th

Category: Roadways  
Department: Transportation

Status: Proposed  
Location:

### Programmed Funding

Programmed Funding	Appropriated To Date	FY 2009 Budget	FY 2010 Budget	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget
1,000,000	-	-	1,000,000	-	-	-	-	-

### Description and Scope

This project will implement a new multi-modal corridor consisting of two general purpose travel lanes in each direction; turn lanes at designated intersections; curbs, gutters and sidewalks on both sides; bicycle facilities incorporated within or adjacent to the corridor with regional trail connections; illumination; and storm drainage and detention. Other features may include provisions for local street connections and interim on-street parking. Accommodation for light rail guide ways, a light rail station at approximately 122nd Avenue NE, and other utility infrastructure needs will be included within the design of the project corridor. The project may also incorporate "green" elements, including urban open spaces, tree canopy with enhanced landscaping features, and natural drainage elements where practical. The project will modify existing or construct new signalized intersections at 116th Avenue NE, the reconnection of NE 12th Street, 120th Avenue NE, and 124th Avenue NE. Project implementation will be coordinated with existing and potential development, the Sound Transit East Link project, planned improvements to 120th and 124th Avenues NE, and future NE 15th/16th Street improvements east of 124th Avenue NE.

The initial project budget is intended to fund pre-design and environmental analysis work associated with the project scope described above. Implementation of the project may occur in phases or include interim facilities dependent upon funding availability and coordination with East Link development.

### Rationale

The NE 15th Street Corridor project is one of a number of high priority transportation investments that make up the Mobility and Infrastructure (M&I) Initiative. The M&I Initiative was formed to address unprecedented growth in Downtown Bellevue and to support planned growth in the Bel-Red and Wilburton areas. The NE 15th Street Corridor project in association with the extension of NE 4th Street, 120th Avenue NE Improvements, improvements to 124th Avenue NE, and full interchange at SR 520/124th Avenue NE will support increased multi-modal connectivity between Downtown Bellevue, new Bel-Red transit-oriented-development node(s), and the Overlake regional growth centers. NE 15th Street is the center piece of the transportation strategy for the Bel-Red Subarea. It provides vehicular access supporting new development, accommodates new trips moving through the area from Downtown and elsewhere, including via light rail, establishes a major east/west pedestrian and bicycle connection, and functions as a visual and usable amenity for people living and working in the area.

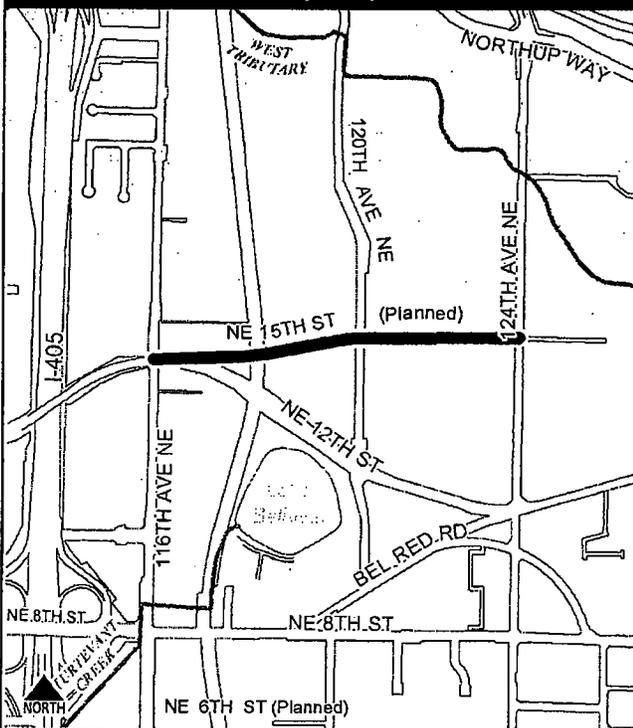
### Environmental Impacts

A project specific environmental determination, consistent with federal regulations, will be made during the project design phase. A programmatic-level environmental review of this project was conducted as part of the 2009-2020 Transportation Facilities Plan update process. Impact documentation is included in the 2009-2020 TFP Final Environmental Impact Statement, published in March 2009.

### Operating Budget Impacts

Ongoing maintenance and operations costs of the new facilities will be determined during the project's design phase.

#### Project Map



#### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	1,000,000
<b>Total Budgetary Cost Estimate:</b>		<b>1,000,000</b>
<b>Means of Financing</b>		
<b>Funding Source</b>		<b>Amount</b>
Mobility & Infrastructure Initiative LTGO Bonds		1,000,000
<b>Total Programmed Funding:</b>		<b>1,000,000</b>
<b>Future Funding Requirements:</b>		<b>0</b>

FY 2009 - FY 2015 Capital Investment Program

**PW-R-153 Early Implementation of the Bel-Red Corridor Plan**

Category: Roadways  
Department: Transportation

Status: Approved and Begun  
Location: Bel-Red Subarea

**Programmed Funding**

Programmed Funding	Appropriated To Date	FY 2009 Budget	FY 2010 Budget	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget
3,825,000	1,498,000	1,806,000	521,000	-	-	-	-	-

**Description and Scope**

The Bel-Red Corridor Project (CIP Plan No. ED-5) a joint PCD and Transportation planning study will be finalized in mid 2007. The Project will provide a long-term land use vision for the area that will likely be of higher density than under the current plan, and therefore will require investments in transportation infrastructure and other city facilities. This early implementation project will fully or partially fund follow-up planning work, conceptual design studies, property acquisition and other implementation activities to advance the plan's key recommendations.

Follow-up planning work, including station area planning to further refine development strategies and improvements focused around future light rail stations in the corridor. Work could also include development of design standards or development strategies to advance the adopted land use vision. Early design studies for potential projects could include reconfiguring the NE 8th Street/120th Avenue NE intersection, extending NE 16th Street to the west of 132th Avenue NE, improving 120th Avenue NE and/or 124th Avenue NE between Bel-Red Road and Northup Way, extending NE 10th Street to the east of 116th Avenue NE, providing for neighborhood protection from cut-through traffic, and improving pedestrian and bicycle facilities. Funding in this project may also support Bellevue's portion of necessary analyses of land use, transportation, and/or environmental conditions to update the joint Bel-Red/Overlake Transportation Study agreement in coordination with the City of Redmond.

**Rationale**

A principle direction from Council is to integrate land use planning and transportation in the Bel-Red Corridor Project. A land use vision is emerging that would create opportunities for housing where none currently exist, and for additional office and commercial uses throughout the corridor. The transportation system in the area is inadequate to support this vision. The policy and regulatory work that will be done by the City will likely lead to opportunities for the private sector to further the long-range vision for development within the Bel-Red area. Early transportation design work and strategic land acquisitions for transportation infrastructure, parks, or environmental enhancements will enable a cost-effective approach to ultimately developing the community infrastructure that would be integrated with the long-range land use vision.

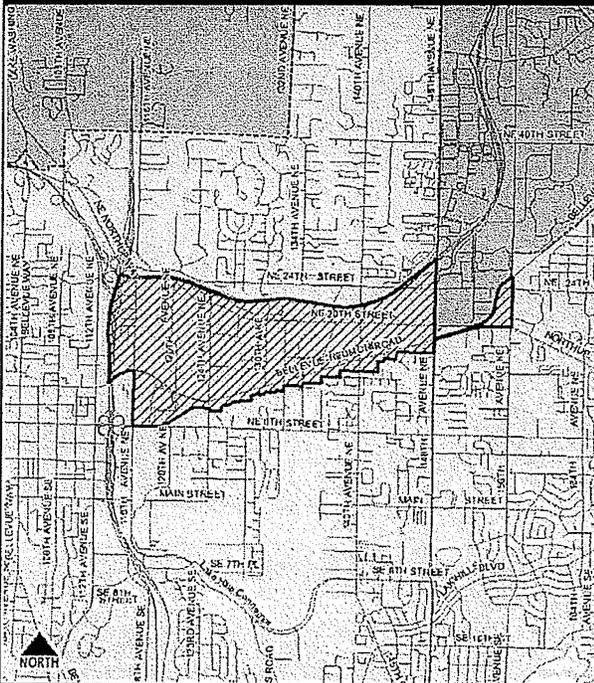
**Environmental Impacts**

The environmental impacts will be evaluated as specific projects are identified.

**Operating Budget Impacts**

At this time, this project has no known impact operating revenues and/or expenditures.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2007 - 2010	3,825,000
<b>Total Budgetary Cost Estimate:</b>		<b>3,825,000</b>

**Means of Financing**

Funding Source	Amount
General Taxes	2,418,749
Real Estate Excise Tax	1,406,251
<b>Total Programmed Funding:</b>	<b>3,825,000</b>
Future Funding Requirements:	0

This is a planning project.

Capital Costs/Revenue: Capital costs increased \$325,000. Reflects project budget transfers of \$179,000 from 130th Avenue NE Improvements – Design Report (CIP Plan No. PW-R-122) and \$146,000 from 124th Avenue NE/Bel-Red Road – Design Report (CIP Plan No. PW-I-91).

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 5942

AN ORDINANCE authorizing 1) Amendment of the 2009- 2015 Capital Investment Program (CIP) Plan to create a new CIP project entitled NE 15<sup>th</sup> Street Multi-Modal Corridor (Sgmt 1), 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE (CIP Plan No. PW-R-163) with an initial project budget of \$1,000,000; 2) Transfer a total of \$1,000,000 in Mobility & Infrastructure Initiative funding from CIP Plan No. G-80 to fund CIP Plan No. PW-R-163; and 3) Execution of a consultant agreement with HDR Engineering, Inc., in an amount not to exceed \$1,331,583.58, for advanced engineering work for the NE 15<sup>th</sup>/16<sup>th</sup> Street corridor from 116<sup>th</sup> Avenue NE east to Northup Way, which will be funded by CIP Plan No. PW-R-163 and CIP Plan No. PW-R-153 Early Implementation of the Bel-Red Corridor Plan.

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The City's 2009 – 2015 Capital Investment Program (CIP) Plan, is hereby amended to create a new CIP project entitled NE 15<sup>th</sup> Street Multi-Modal Corridor (Sgmt 1), 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE (CIP Plan No. PW-R-163) with an initial project budget of \$1,000,000.

Section 2. The City's 2009 – 2015 CIP Plan is hereby further amended to transfer a total of \$1,000,000 in Mobility & Infrastructure Initiative funding from CIP Plan No. G-80 to fund CIP Plan No. PW-R-163.

Section 3. The City Manager or his designee is authorized to execute a consultant agreement with HDR Engineering, Inc., in an amount not to exceed \$1,331,583.58, for advanced engineering work for the NE 15<sup>th</sup>/16<sup>th</sup> Street corridor from 116<sup>th</sup> Avenue NE east to Northup, which will be funded by CIP Plan No. PW-R-163 and CIP Plan No. PW-R-153 Early Implementation of the Bel-Red Corridor Plan.

Section 4. This ordinance shall take effect and be in force five (5) days after passage and legal publication.

1163-ORD  
02/25/10

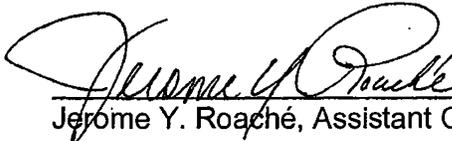
Passed by the City Council this \_\_\_\_\_ day of \_\_\_\_\_, 2010  
and signed in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_,  
2010.

(SEAL)

\_\_\_\_\_  
Don Davidson, DDS  
Mayor

Approved as to form:

Lori M. Riordan, City Attorney

  
\_\_\_\_\_  
Jerome Y. Roaché, Assistant City Attorney

Attest:

\_\_\_\_\_  
Myrna L. Basich, City Clerk

Published \_\_\_\_\_