Item No. 3(c)
July 28, 2008

CITY COUNCIL STUDY SESSION ITEM

SUBJECT:

Preparing for Council adoption of the light rail best practices Comprehensive Plan amendments and discussing next steps related to the Sound Transit East Link project.

STAFF CONTACT:

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FISCAL IMPACT:

There is no fiscal impact.

POLICY ISSUES:

This is a briefing on the Planning Commission recommendation for amendments to the *Bellevue Comprehensive Plan*. This CPA proposes to amend the Transportation Element by updating figures, references and terminology in existing policies, and by adding a new set of policies on Light Rail Transit. The Council has had prior briefings on the *Light Rail Best Practices Final Committee Report*, including proposed CPAs. Council provided comments on the proposed CPAs at the previous briefing on July 14 and those were forwarded to the Planning Commission for their consideration and they are included in the Commission's recommendation.

Council has scheduled time on the Study Session agenda for public comment on the recommendations in the *Final Committee Report*. The materials in this packet, along with the *Final Committee Report* previously provided to Council, provide the background information for the public comment.

DIRECTION NEEDED FROM COUNCIL:

___ Action
_X_ Discussion
_X_ Information

This is the final briefing prior to Council adoption of Comprehensive Plan Amendments (CPAs). The Light Rail Best Practices items that will be covered in this Study Session include:

1. Council briefing on the Planning Commission recommendation (including Council comments from July 14) for the proposed Light Rail Best Practices Comprehensive Plan Amendments (CPAs);
2. Public comment on the *Final Committee Report;*
3. Finalize the CPAs for Council adoption on August 4;

4. Outline next steps regarding the remaining recommendations in the *Light Rail Best Practices Final Committee Report; and*
5. Outline next steps for the Sound Transit East Link project.

After a briefing on the Planning Commission recommendation and the public comment, staff is requesting Council direction on any additional changes to the proposed amendments in order to provide time to finalize the document for adoption by Council on August. No Council action is requested at this time.

BACKGROUND/ANALYSIS:

The CPAs recommended by the Planning Commission amend the Transportation Element by updating figures, references and terminology in existing policies, and by adding a new set of policies on Light Rail Transit as a subsection of the High Capacity Transit policy section. The Commission's recommendation includes consideration of the CPA recommendation in the *Light Rail Best Practices Final Committee Report*, comments received from the Commission's public hearing on July 9, 2008, and Council comments from the July 14, 2008 briefing. A complete listing of the proposed text amendments (legislative strike drafts) and the new figure are provided in Attachment 1A.

Planning Commission Discussion:
The Planning Commission discussed the CPAs proposed by the Light Rail Best Practices Committee first on July 9 and again on July 16. The Commission held a public hearing on July 9 and considered the following comments:

- A letter in opposition to approving the proposed amendments and to a light rail system (David Plummer - also spoke to the points in his letter at the public hearing)
- An e-mail suggesting alternatives to light rail for improving traffic flow (Walfred Larsen)
- An e-mail expressing concern about the loss of a personal business (dental office) if the Bellevue Way alignment is chosen (Jeffrey Hirsch)
- A letter requesting a 30-day extension to the public comment period on the proposed amendments (Sound Transit) – the request was later withdrawn
- A letter requesting changes to policies that would protect "and keep intact the borders"...of neighborhoods and that would preclude construction staging areas from being located in residential areas (Surrey Downs East Link Committee)
- Oral statements commending the city for being proactive in conducting the best practices project and questioning the choice of a light rail system over other modes (Todd Woosley)

Following the public hearing, Commissioners discussed the following changes to the CPA proposal:

- TR-75.5: Clarification about the intent of putting light rail within its own right-of-way;
- TR-75.6: Adding the word "shop" to the description of the types of activities in places light rail should serve;
- TR-75.12: Adding language to clarify the importance of landscaping both at stations and along the light rail alignment;
- TR-75.28: Adding language to emphasize importance of providing storage at stations not only for bicycles but other personal mobility devices; and
- TR-75.8, TR-75.23, TR-75.31, TR-75.33: Minor language edits to clarify intent or improve sentence structure.

On July 16, the Planning Commission reviewed proposed edits in response to the Commission's July 9 discussion and were briefed on revisions proposed in response to Council's July 14 discussion. The Commission considered the revisions and incorporated them into the recommendation to Council.

The following table summarizes the Council's comments from the July 14, 2008 briefing and explains how and where those are addressed in the revised document (Attachment 1A). All of the Council's comments and suggested changes were reviewed by the Planning Commission and incorporated into the Commission's recommendation to the Council.

Page X of 14 Attachment 1A **Policy**	**City Council Comment**	**Response**
Page 1 TR-51	Suggestion to be more specific about these connections.	Revised policy to include examples of the areas to be connected – does not change intent of policy.
Page 2 TR-54	Should include stations in the list of facilities.	Revised policy to include stations – does not change intent of policy.
Page 2	Update reference to Vision 2040 plan.	Revised.
Page 3 TR-59	This is a 20 year plan that could extend beyond ST2.	Revised policy to remove reference to ST2 – does not change intent of policy.
Page 3 TR-65	Want to make sure that park and ride policies support additional lots (not just leased) to serve Bellevue residents and identify the responsibility as being with the transit provider.	Existing policies TR-62 through TR-65, in addition to new policies TR-75.27 and TR-75.30, address the need and responsibility for providing additional park and ride capacity.
Page 4 TR-74	Need to be more clear about downtown Bellevue's role as one of the region's largest employment centers and reflect that the designation of "Metropolitan Center" applies to the entire city, not just downtown.	Revised policy to include more direct language about important regional role of downtown and need for high level of HCT service – does not change intent of policy.
Page 5	Policies are limited to light rail, but could possibly be applied to other forms of HCT, including future technologies.	Revised introduction to explain that the scope and research of the project to develop these policies was limited to light rail. Policies are potentially appropriate to other forms of HCT (including future technologies) and will need to be assessed if and when a different HCT technology is identified for Bellevue.
Page 5 TR-75.1	System performance is not the only factor but it is very important, not sure if "balance" is the right word.	Added discussion to elaborate on the intent of the policy which is to recognize that system performance is very important. However, the intent is to ensure consideration of important local factors that may not be as important to Sound Transit.
Page 6 TR-75.5	May need stronger language about not losing capacity due to light rail, especially in the downtown.	Added discussion to elaborate on intent of policy, coupled with Planning Commission edits (Council did not have those) to clarify wording.
Pages 6-7 TR-75.8	Provide more direct language about locating stations and clarifying what is meant by "minimizing operational impacts."	Added example of station coverage area (within 10 min walk) and reworded last bullet to clarify what impacts are being addressed – does not change intent of policy.
Page 7 TR-75.9	More than protecting character, also protecting livability of neighborhoods.	Added "livability" to policy – expands on intent of policy.

Page X of 14 Attachment 1A Policy	City Council Comment	Response
Page 7 TR-75.13	Comment was whether it would be appropriate to mention citizen advisory committees in policy, perhaps as part of TR-75.22.	Added examples of methods for public involvement, including advisory committees, to TR-75.13 instead as it more directly addresses public involvement – does not change intent of policy.
Page 8 TR-75.17 TR-75.18 Page 10 TR-75.33 Page 10 TR-75.35	Need to clarify what "residential neighborhood" includes – was this discussed by Committee? Similar language exists in several other policies as well.	The Committee was deliberate in its language for policy TR-75.35 and indicated it should not apply just to single family residential. They did not have the same discussion about all of these phrases and did not define the term more precisely. Added discussion on use of term "residential neighborhood" after Policy TR-75.18.
Page 8 TR-75.17	Comments about request to add "keep intact neighborhood borders" and not clear what that really means.	Committee discussed and declined to include language. Commission discussed and deferred to Committee recommendation. No change recommended.
Page 8 TR-75.21	"Accommodating" does not seem strong enough regarding street operations for other modes.	Revised wording to address "maintaining capacity" to be consistent w/previous discussion – does not change intent of policy.
Page 9 TR-75.28	Need to address more than just pedestrians and bicycles as there are other modes that will transfer at stations.	Similar in nature to Commission comment about considering other modes for storage. Added language to policy that encompasses more modes – expands on intent of policy.
Page 10 TR-75.35	Open to alternatives to word "practicable." Comments that deleting last clause would weaken the policy.	Committee discussed "feasible" v. "practicable" and settled on latter. Commission discussed and deferred to Committee recommendation. No change recommended.

Timeline for Adoption – Emergency CPA

These proposed CPAs are being considered outside of the annual amendment cycle at the direction of the Council. The Council has stated its intent to adopt amendments to the Comprehensive Plan prior to Sound Transit issuing the Draft Environmental Impact Statement (DEIS) for the East Link light rail project. The purpose of this action is to establish City policy on local preferences for various aspects of light rail transit in order to guide future decisions and actions by Bellevue, Sound Transit and others that will be triggered by the issuance of the DEIS. According to recent correspondence from Sound Transit, the DEIS release date will be delayed by at least 30 days to mid-October 2008. However, even with the 30-day delay in the release of the DEIS, adoption of amendments for the annual cycle would occur after the new release date so the light rail best practices CPAs remain on a separate track for adoption.

Light Rail Best Practices and East Link DEIS Next Steps

In addition to the CPAs, the Light Rail Best Practices *Final Committee Report* recommends four other types of actions - changes to codes and standards, other city policies and procedures, city capital investments, and expectations of Sound Transit. These actions apply to both current and

future phases of project development. Staff will provide a brief outline of next steps for the other recommended actions as well as for the East Link project. A more detailed briefing on the remaining recommendations from the *Final Committee Report* is scheduled for a Council Study Session in September.

DIRECTION REQUESTED:

Staff is requesting Council direction on any additional changes to the proposed amendments in order to provide time to finalize the document for adoption by Council on August 4. No Council action is requested at this time.

ATTACHMENTS:

1. Transmittal Memo of Planning Commission recommendation
1A. Light Rail Best Practices Comprehensive Plan Proposed Amendments
2. Process for Taking Public Comment
3. Notice of Public Comment Period

Planning Commission

TRANSMITTAL

DATE: July 23, 2008

TO: Mayor Degginger and Members of the City Council

FROM: Vicki Orrico, Chair
Members of the Bellevue Planning Commission

SUBJECT: Light Rail Best Practices Proposed Comprehensive Plan Amendments (07-123050-AC)

With this transmittal the Planning Commission recommends by a vote of 6-0 that the City Council:

- APPROVE the Comprehensive Plan Amendments to the Transportation Element incorporating new light rail transit policies and amending existing policies and figures to be consistent with changes to regional plans and policies.

The recommended amendments to the Comprehensive Plan are contained in Attachment 1A.

At the request of the City Council, the Commission expedited the review of the proposed amendments from the Light Rail Best Practices Committee Report in order to allow Council time to act on the amendments prior to issuance of the East Link Draft EIS by Sound Transit. Although the amendments had an accelerated schedule, the Commission gave careful consideration to the Committee Report, comments from the public and the City Council in formulating the recommendation.

The recommendation was approved by a 4-0 vote by the Commission. Two members abstained because they were absent for the public hearing and had not had an opportunity to listen to the recording of the public hearing and deliberation prior to the vote. Due to the Council's desire to act on these amendments August 4, the Commission did not want to delay action on the recommendation for another week. Both of the members that abstained, however, did express their full support for the recommendation.

I. OVERVIEW

The Light Rail Best Practices project was initiated by City Council in June 2007 to help Bellevue begin to prepare for light rail by learning from the experiences of other

cities and to use that information to articulate the City's standards and expectations for the design, construction, and operation of light rail in Bellevue. The proposed amendments describe aspirations and expectations for light rail transit in a set of new policies related to general coordination issues, routing and alignment, community integration, system access, construction and mitigation. There are also proposed amendments to update figures, references and terminology of existing policies in the Transit, Regional Transit and High Capacity Transit sections of the Transportation Element. While these sections encompass the proposed new light rail transit policies subsection, they generally apply more broadly to other forms of transit and other issues that may or may not specifically apply to light rail transit. As with any policies, the existing and proposed new policies should be considered in context when determining applicability. The new light rail transit policies should also be considered in the context of the full report from the Light Rail Best Practices Committee. Although the policies will exist outside of the report, they were developed as part of a set of recommendations that includes other types of actions involving the City, Sound Transit and others.

II. BACKGROUND

Sound Transit will begin service on the region's first light rail line, Central Link, in 2009. East Link is a potential future extension of the light rail system through Bellevue that is currently under study by Sound Transit. The Draft Environmental Impact Statement (DEIS), including the analysis of several alternative alignments through portions of South Bellevue, Downtown, and the Bel-Red subarea, is due for release in fall 2008.

These proposed CPAs are being considered outside of the annual amendment cycle at the direction of the City Council. The Council has stated its intent to adopt amendments to the Comprehensive Plan prior to Sound Transit issuing the DEIS for the East Link light rail project. The purpose of this action is to establish City policy on local preferences for various aspects of light rail transit in order to guide future decisions and actions by Bellevue, Sound Transit and others that will be informed by the issuance of the DEIS. The Planning Commission is not scheduled to consider the 2008 Comprehensive Plan amendments until fall 2008. Adopting these recommended amendments as part of the annual review cycle will delay their adoption beyond issuance of the DEIS and affect opportunities for the City to influence Sound Transit in its design and consideration of light rail issues.

III. SUMMARY OF PROPOSAL

This Comprehensive Plan Amendment (CPA) proposes to amend the Transportation Element by updating figures, references and terminology in existing policies, and by adding a new set of policies on Light Rail Transit as a subsection of the High Capacity Transit policy section. The new policies were recommended by the Light Rail Best Practices Committee as part of their *Final Committee Report* (June 17,

2008) and modified by the Planning Commission after public hearing and deliberation by the Commission.

The proposed amendments are described generally below. For a complete description of the proposed text amendments (legislative strike drafts) and the new figure, see Attachment 1A.

- Replace existing Figures TR-9 and TR-10 with a new Figure TR-10, "Sound Transit 2005 Long-Range Plan." The existing Figure TR-9 reflects a previous, broadly defined transportation vision that has since been superseded by more specific agreements among the City of Bellevue, Washington State Department of Transportation, King County Metro and Sound Transit.

- Update references and information for certain policies in the Regional Transit and High-Capacity Transit sections to reflect the most recent regional planning efforts and terminology.

- Add a new subsection to the High Capacity Transit section, entitled "Light Rail Transit," consisting of new policies that address issues related to the development of a light rail system and grouped according to the following subheadings:

    - General – advancing local land use and transportation plans while minimizing impacts, referencing the body of information in the Light Rail Best Practices report, encouraging a partnership with the regional transit provider, and working with the regional transit provider to engage the public in a meaningful way throughout the project

    - Routing and Alignment – stating expectations for system performance and other objectives, connecting major employment and activity centers, recognizing and supporting the different land use objectives for each area of the city which the system may traverse (e.g. supporting urban downtown, protecting character of existing neighborhoods and natural resources south of downtown, and supporting the vision of the Bel-Red subarea plan)

    - Community Integration – using quality materials and context sensitive design techniques, involving people in affected areas in designing the system, developing standards and guidelines for the design of facilities, identifying additional improvements to be constructed in conjunction with the system, protecting neighborhoods from project impacts, ensuring future development around stations is consistent with land use plans, maintaining and enhancing street safety when introducing light rail to the right-of-way, maximizing efficient use of the transportation system, and

employing crime prevention design and actions in partnership with the regional transit provider

- System Access – facilitating access to the system for pedestrians, bicyclists, and other transit riders, designing facilities for safety and ease of access for a broad range of needs, ages and abilities, implementing an integrated wayfinding system with the regional transit providers to encourage system use, and evaluating park and ride facilities in terms of effectiveness for serving Bellevue residents and consistency with the Comprehensive Plan

- Construction and Mitigation – developing interlocal agreements with the regional transit provider regarding mitigation of the system construction and operation, partnering with the regional transit provider to create construction management plans that address roles and responsibilities as well as ways to minimize disruption from construction, using noise avoidance or absorption techniques rather than deflection, involving the public and communicating throughout the project, minimizing disruption and inconvenience, and locating staging areas outside of residential areas except where no practicable alternative exists

IV. PUBLIC NOTICE AND COMMENT

Notice of the Application for the CPA was published in the Weekly Permit Bulletin on May 29, 2008. The amendment proposal was presented briefly to the Planning Commission on June 11, 2008. A full briefing on the proposed amendments was presented to the Planning Commission at the public hearing on July 9, 2008. Notice of the Public Hearing before the Planning Commission was published in the Weekly Permit Bulletin on June 19, 2008.

Pursuant to the requirements of the Growth Management Act, state agencies must be given 60 days to review and comment on proposed amendments to the Comprehensive Plan. A list of these proposed amendments to the Bellevue Comprehensive Plan was provided to state agencies on May 29, 2008 for review.

The Light Rail Best Practices project was initiated by Council partly in response to community comment and concern about light rail during Sound Transit's initial 2006 – 2007 environmental scoping process. Comments to Sound Transit, oral and written comments to Bellevue City Council, and the best practices project initial open house became the framework for the project's research. These comments were analyzed and organized into the eight topics used throughout the process: Community and Neighborhoods; Connecting People to Light Rail; Land Use; Street Design and Operations; Elevated, At-Grade, and Tunnel; Property Values; Station Security; and Construction Impacts and Mitigation. A final topic, Community Involvement, was later added by the Committee for the Final Report. The

Community Involvement topic reviews the public involvement practices of other transit agencies, and emphasizes the importance of engaging the public in the various stages of a light rail project.

Committee Meetings

The Light Rail Best Practices Committee convened a total of 14 meetings between July 2007 and June 2008.[1] A schedule of the Light Rail Best Practices meetings was available on the project web page. Meetings were also announced in city publications, and noticed by e-mail to the project mailing list. Meeting agenda packets and presentation materials were available to the public on the project web page, and print copies were available at Bellevue City Hall. Hand-outs available for the public at each meeting included meeting materials, a "Frequently-Asked-Questions" handout, and a project brochure. An opportunity for the public to address the Best Practices Committee was provided at each meeting. An ad hoc committee of residents from the Surrey Downs neighborhood attended Best Practices meetings, and regularly provided the Committee with feedback on the project. This included oral comment, letters and a binder of information on other light rail systems that the Surrey Downs residents compiled and submitted.

Open House/Workshop Public Events

Four public events were held at key points in the project. The city publicized the events in a number of ways including: sending flyers via mail to the Best Practices, Downtown Projects and Bel-Red Corridor interested parties lists; distributing flyers to 12 City of Bellevue facilities (e.g. neighborhood, community and senior centers); sending approximately 800 e-mails to the interested parties lists from the above mentioned projects as well as the Bellevue neighborhood leaders and Bellevue residents who signed in at the Sound Transit workshops on East Link; printing an advertisement in the Bellevue Reporter which is distributed to approximately 43,000 households and businesses in Bellevue; posting information about the open house on the city website; and publishing an article in the Neighborhood News newsletter distributed electronically to community and neighborhood associations throughout the city. Hand-outs available at each event included meeting information and materials specific to that stage of the project; "Frequently-Asked-Questions;" a pre-addressed, postage-paid comment form; and a project brochure.

September 13, 2007 - Scoping of the topic areas. This open house was attended by approximately 100 people and generated over 140 comments. Some additional comments were received via e-mail and USPS using the postage-paid comment forms. A summary of the event and comments received was made available to the Committee and the public.

[1] For all of the Committee tours, including the Central Link project, the potential East Link alignments, and the case study city tours to San Diego, San Jose and Portland, itineraries and notes of the tours were made available to the public.

November 14, 2007 – Public open house/round table discussions focused on draft research findings on the first four topics: Community and Neighborhoods; Connecting People to Light Rail; Property Values; and Station Security. Attendees were invited to drop by the open house displays and also participate in small group discussions facilitated on each of the four topics. This event was attended by more than 30 people. A summary of the event and a transcript of the roundtable discussions were made available to the Committee and the public.

January 9, 2008 - Public open house/round table discussions focused on draft research findings on the remaining four topics: Land Use; Street Design and Operations; Elevated, At-grade and Tunnel; and Construction Impacts and Mitigation. The event included both open house displays and round table discussions. This event was attended by more than 30 people. A summary of the event and a summary of the roundtable discussions were made available to the Committee and the public.

May 15, 2008 - Public event focused on draft report release. The "Spring Forward Expo" showcased a number of city projects and was attended by approximately 200 people, with about 25 of those stopping by the Light Rail Best Practices display and providing comment. A summary of comments was made available to the Committee and the public.

Additional Outreach

The city utilized a project web site (www.cityofbellevue.org/light_rail_best_practices_info.htm) that included a project overview; a schedule of committee meetings; meeting agenda packets and minutes; staff contact information; updated project documents and reports; frequently asked questions; and a link to the Sound Transit East Link website. Interested persons were included on the project mailing list and received e-mail alerts when new project information was posted. The project web site was also accessible from the City of Bellevue home page.

Project newsletters for upcoming events were sent to the project mailing list and distributed at City of Bellevue facilities (e.g. neighborhood, community and senior centers). The Project also initiated articles or advertisements in the quarterly publication *It's Your City*, the publication *Bellevue Reporter* and the electronic newsletter *Neighborhood News* to inform the larger community on public events and opportunities for public comment. The January 9, 2008 Light Rail Best Practices Open House & Round Table Discussion was covered on the Channel 13 evening news.

Staff provided five Council updates on the progress of Light Rail Best Practices. Staff also provided briefings to the following groups: each of the four boards and commissions represented on the Committee; Bellevue Arts Commission; Bellevue

Network on Aging; Bellevue Downtown Association (BDA); and BDA/Chamber Joint Transportation Committee.

How Public Involvement is Incorporated

Public comment was the basis for the development of the topics around which the research was structured. Every topic has some aspect of community involvement contained within one or more best practice or action – the proposed Comprehensive Plan amendment is included in the list of "actions" described in the final report of the Light Rail Best Practices Committee. The Community Involvement topic was added by the Committee as a recognition of the importance of public involvement throughout a light rail project. This topic explores how meaningful community involvement efforts have been used in other cities to provide better information and understanding, engage the public in the planning and design, and create a better system in the process.

As the Committee discussed which national best practices were applicable to Bellevue, they also considered public comment provided about the national research. Additionally, as the Committee developed recommendations about Bellevue best practices and future actions, they also considered public comment on the community's priorities and top concerns. The Committee reviewed suggested edits to the draft report before finalizing the content.

Synthesis of Comments

Throughout the project, the Committee received comments in many forms. The Committee received over 60 e-mails and over 30 oral comments from meetings, plus comments received at the four public events. Prior to the formation of the Best Practices Committee, Bellevue City Council received over 100 written plus 30 Council meeting oral comments. The focus of public comment evolved somewhat over the course of the project. Prior to the inception of the Light Rail Best Practices Committee, the comments were almost exclusively about the specific alignments being proposed by Sound Transit. Comments ran the gamut from supporting or opposing individual alignments and station locations to advocating for other technologies. Many of the comments also raised questions, concerns and fears such as displacement of homes and businesses, noise, dust, vibration, crime, property values, traffic, safety and construction. As discussed previously in this report, these early comments helped to frame the research.

There continued to be advocates for and against particular alignments and technologies throughout the project. However, as the project progressed, the Committee's discussion of the research and case study tours helped to shift the focus of the public comment to how these issues were addressed in other cities and light rail systems. Comments tended to be about what techniques were used to ensure safety and security around stations, what techniques were used to minimize construction impacts, and what role the public played in the design and construction

of other systems. This is not intended to imply that the initial concerns have disappeared as a result of this project. Rather, that there appeared to be a recognition and willingness by some participants to engage in a meaningful dialogue of the project purpose, i.e. to be better prepared if and when a light rail system is developed in Bellevue.

Comments toward the end of the project, during development and deliberation of specific actions (including the proposed Comprehensive Plan amendment), tended to focus on preservation of residential neighborhoods and avoiding or minimizing impacts. In one sense, the public discussion had come full circle to include policies and best practices related to alignments. By this point, however, the discussion was in keeping with the Committee charge and it discussed policies and other actions related to any alignment that might be developed in Bellevue.

Planning Commission

The Planning Commission role in this process was two-fold. First, the Commission was represented on the Light Rail Best Practices Committee by Commissioner Jennifer Robertson (Committee co-chair) and Commissioner Douglas Mathews. In addition to representing the Planning Commission perspective on the Committee, Commissioners Robertson and Mathews periodically apprised the Commission of the progress and activities of the Committee and participated in staff briefings to the Commission. Second, the Planning Commission is required to review and recommend amendments to the Comprehensive Plan for consideration by the City Council. It is the latter role in which the Planning Commission has conducted its review of the Committee's recommendation for Comprehensive Plan amendments.

The Planning Commission received copies and a briefing on the Final Draft Committee Report in early June. In accordance with the Commission's statutory responsibility, a public hearing was conducted only on the proposed Comprehensive Plan amendments. Although the Planning Commission received briefings on and copies of the full report, the Commission's deliberation and recommendation is solely on the proposed Comprehensive Plan amendments.

A total of five letters were received prior to or at the public hearing and two people spoke during the public hearing. A representative of the Surrey Downs East Link Committee was unable to stay for the public hearing and spoke during the general public comment period; however, a letter was submitted and included in the record of the public hearing. The comments considered by the Commission at the public hearing included:

- A letter in opposition to approving the proposed amendments and to a light rail system (David Plummer - also spoke to the points in his letter at the public hearing)
- An e-mail suggesting alternatives to light rail for improving traffic flow (Walfred Larsen)

- An e-mail expressing concern about the loss of a personal business (dental office) if the Bellevue Way alignment is chosen (Jeffrey Hirsch)
- A letter requesting a 30-day extension to the public comment period on the proposed amendments (Sound Transit) – the request was later withdrawn
- A letter requesting changes to policies that would protect "and keep intact the borders"...of neighborhoods and that would preclude construction staging areas from being located in residential areas (Surrey Downs East Link Committee)
- Oral statements commending the city for being proactive in conducting the best practices project and questioning the choice of a light rail system over other modes (Todd Woosley)

The Planning Commission discussed and addressed the specific requests from Sound Transit and the Surrey Downs East Link Committee. After hearing from Commissioner Robertson (as Committee co-chair) and staff about the level of involvement by Sound Transit in the process to date and in recognition of the Council's direction for expedited review, the Commission declined to grant the extension for comments. Commissioner Robertson also provided a synopsis of the Committee's discussion on the policy change requests from the Surrey Downs East Link Committee and the Committee's rationale for the recommended language. The Commission concurred with the Committee's recommendation and does not recommend the changes.

City Council received a briefing on the proposed CPAs on July 14 and made several comments and suggested changes that were presented to the Planning Commission on July 16. The Commission considered the revisions and incorporated them into the recommendation to City Council. Attachment 1A contains the Planning Commission's recommendation for the Light Rail Best Practices CPAs. The recommendation was approved 6-0 and forwarded to Council.

V. STATE ENVIRONMENTAL POLICY ACT (SEPA)

The Environmental Coordinator for the City of Bellevue has determined that this proposal will not result in any probable, significant adverse environmental impacts. A final threshold Determination of Non-significance (DNS) was issued on June 19, 2008.

VI. REVIEW PROCESS AND APPLICATION OF DECISION CRITERIA

Comprehensive Plan amendments must undergo Process IV Review. These are City Council legislative actions that require public hearing, generally include a recommendation by the Planning Commission and final action by the City Council.

Comprehensive Plan Policy and Text Amendments: The Planning Commission may recommend the Council adopt a proposal to amend the Comprehensive Plan

based on the decision criteria contained in LUC Section 20.30I.150. The Planning Commission has concluded that the **recommended amendments merit approval** based on the following analysis:

A. There exists obvious technical error in the pertinent Comprehensive Plan provision; or

Not applicable to this proposal.

B1. The proposed amendment is consistent with the Comprehensive Plan and other goals and policies of the City, the Countywide Planning Policies, the Growth Management Act and other applicable law; and

The proposed amendment is deemed to be consistent with the Bellevue Comprehensive Plan and other goals and policies of the city, the Countywide Planning Policies, the GMA and other applicable law.

Comprehensive Plan

Amendments proposed to the Transportation Element are consistent with Bellevue's land use and transportation vision to protect natural systems, maintain and strengthen neighborhoods, support downtown and other commercial areas, provide a wide range of travel choices, protect neighborhoods from adverse transportation impacts, and involve citizens throughout the project. The proposed amendment is grouped according to five subheadings described below.

Proposed *General* light rail policies relate to collaboration with the regional transit provider,[2] conducting meaningful public involvement, and pursuing the best community outcomes for Bellevue. These are consistent with several policies in the citizen participation, transportation and urban design elements of the Comprehensive Plan.

- **Citizen Participation Element Policy CP-1.** Encourage and facilitate expanded public participation in all planning processes. Design user-friendly processes that inform and educate the public about the substance of issues and how they can be involved.

- **Transportation Element Policy TR-28.** Involve affected neighborhoods and other interested citizens in the planning and design of transportation system improvements.

[2] "Regional transit provider" refers to Sound Transit throughout the document unless the reference is to "providers", plural, in which case it also includes Metro in its role of providing regional bus service.

- **Transportation Element Policy TR-32.** Develop and implement strong interjurisdictional agreements for cooperative solutions to land use and transportation problems that cross the city border.

- **Transportation Element Policy TR-2.** Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that carry out the city's transportation and land use goals.

- **Transportation Element Policy TR-59.** Provide regional leadership for Sound Transit Phase 2 planning efforts.

- **Transportation Element Policy TR-72.** Provide regional leadership to implement a successful high capacity transit system to serve Bellevue and the Eastside.

- **Urban Design Element Policy UD-47.** Work closely and cooperatively with the regional transit provider in the planning and design of any transit facility to ensure that the design of the facilities reflect the general character of Bellevue and the surrounding neighborhoods.

Proposed *Routing and Alignment* policies advocate for consistency with local land use and transportation plans in the development of a light rail system in order to advance the City's vision by supporting the connection of major employment and activity centers, reinforcing downtown's role as an regional metropolitan center, encouraging transit-supportive density and development where designated, protecting existing residential and critical areas and minimizing impacts. These are consistent with several policies in the transportation, land use, environmental and urban design elements of the Comprehensive Plan.

- **Transportation Element Policy TR-96.** Support High Capacity Transit (HCT) facilities on I-90 and SR- 520, with service to Downtown Bellevue included as an integral part of each option.

- **Transportation Element Policy TR-69**Work in partnership with transit providers to market and promote regional transit services to commuters, residents, and employers.
- **Transportation Element Policy TR-70.** Promote transit use and achieve land use objectives through transit system planning that includes consideration of:
  1. Land uses that support transit, including mixed use and night-time activities;
  2. Transit-oriented development opportunities with the private and public sectors;

3. A safe and accessible pedestrian environment, with restrictions on auto access;
4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians;
5. Urban design and community character that support and facilitate transit use; and
6. Protecting nearby neighborhoods from undesirable impacts.

- **Transportation Element Policy TR-59.** Provide regional leadership for Sound Transit Phase 2 planning efforts.

- **Transportation Element Policy TR-75.** Strengthen Bellevue's role as the Eastside urban center through provision of high levels of HCT service.

- **Transportation Element Policy TR-73.** Work with Sound Transit to ensure that any HCT service to and within the Eastside serves Downtown Bellevue as the major hub of the Eastside.

- **Land Use Element Policy LU-28.** Support Downtown's development as an Urban Center, maintaining it as the financial, retail, and business hub of the Eastside.

- **Land Use Element Policy LU-29.** Strengthen Downtown as the primary commercial area to provide local goods and services to the surrounding neighborhoods and to the residents and employees within the district.

- **Environmental Element Policy EN-85.** Reduce automobile dependency by implementing growth management strategies that fully integrate land use and transportation planning and continue to develop downtown Bellevue as an Urban Center in order to improve regional air quality.

- **Urban Design Element Policy UD-47.** Work closely and cooperatively with the regional transit provider in the planning and design of any transit facility to ensure that the design of the facilities reflect the general character of Bellevue and the surrounding neighborhoods.

- **Transportation Element Policy TR-118.** Mitigate air quality, noise, light/glare and other significant, adverse environmental impacts of proposed transportation projects on adjacent neighborhoods.

- **Environmental Element Policy EN-13.** Utilize science based mitigation for unavoidable adverse impacts to critical areas to protect overall critical areas function in the watershed.

- **Environmental Element Policy EN-14.** Implement monitoring and adaptive management plans for critical areas mitigation projects to ensure that the intended functions are maintained or enhanced over time.

Proposed *Community Integration* policies call for partnering with the regional transit provider and the public on the design of facilities; using context sensitive design and quality materials; providing public amenities at and near stations; using landscaping and preserving significant trees; and preventing spillover of impacts on adjacent land uses. These are consistent with several policies in the land use, transportation, citizen participation and urban design elements of the Comprehensive Plan.

- **Urban Design Element Policy UD-47.** Work closely and cooperatively with the regional transit provider in the planning and design of any transit facility to ensure that the design of the facilities reflect the general character of Bellevue and the surrounding neighborhoods.

- **Transportation Element Policy TR-70.** Promote transit use and achieve land use objectives through transit system planning that includes consideration of:
  1. Land uses that support transit, including mixed use and night-time activities;
  2. Transit-oriented development opportunities with the private and public sectors;
  3. A safe and accessible pedestrian environment, with restrictions on auto access;
  4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians;
  5. Urban design and community character that support and facilitate transit use; and
  6. Protecting nearby neighborhoods from undesirable impacts.

- **Citizen Participation Element Policy CP-1.** Encourage and facilitate expanded public participation in all planning processes. Design user-friendly processes that inform and educate the public about the substance of issues and how they can be involved.

- **Urban Design Element Policy UD-56.** Ensure that perimeter areas of major commercial and public centers use appropriate planting, lighting, and signs to blend with surrounding development and to be compatible with surrounding residential neighborhoods.

- **Urban Design Element Policy UD-3.** Encourage a variety of site and building designs which are compatible and consistent with surrounding development and that implement the policies of this Plan.

- **Urban Design Element Policy UD-2.** Support designs for the built environment that are visually stimulating and thoughtful and which convey excellence in architecture and workmanship, and durability in building materials.

- **Urban Design Element Policy UD-7.** Encourage private and institutional developers to include artists on design teams and incorporate artwork into the public areas of their projects through the use of incentives.

- **Urban Design Element Policy UD-30.** Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility, and connections to surrounding uses and activities.

- **Urban Design Element Policy UD-35.** Support a variety of artwork and arts activities in public places, such as parks, public buildings, and plazas.

- **Urban Design Element Policy UD-40.** Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.

- **Urban Design Element Policy UD-18.** Preserve significant trees and mature vegetation, with special consideration given to the protection of groups of trees and associated undergrowth, specimen trees, and evergreen trees.

- **Urban Design Element Policy UD-19.** Preserve trees as a component of the skyline to retain the image of a "City in a Park."

- **Land Use Element Policy LU-22.** Protect residential areas from the impacts of non-residential uses of a scale not appropriate to the neighborhood.

- **Transportation Element Policy TR-115.** Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as local. Emphasize the following measures:
  1. Continue a strong neighborhood traffic control program to discourage cut-through traffic on non-arterial streets; and
  2. Design new residential streets to discourage cut-through traffic, while providing for connectivity.

- **Transportation Element Policy TR-46.** Maintain and enhance safety for all users of the roadway network using measures such as the following:
  1. Maintain an accident reduction program to identify high accident locations in the city, evaluate potential alternative solutions and implement recommended changes;
  2. Increase enforcement of traffic laws, particularly speeding, and failing to make a full stop at red lights and stop signs;
  3. Expand the use of traffic calming measures to slow vehicular travel speed along residential streets and to reduce cut-through traffic;
  4. Improve the opportunities for pedestrians to safely cross streets at intersection and mid-block locations;
  5. Increase street lighting where needed to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels; and
  6. Minimize the number of driveways on all arterials to reduce the potential for pedestrian and vehicle collisions.

- **Transportation Element Policy TR-119.** Minimize spillover parking from commercial areas, parks, and other facilities encroaching on residential neighborhoods, through residential parking zones and other measures.

- **Urban Design Element Policy UD-12.** Place and design outdoor lighting around buildings, in parking lots, and along streets to prevent excessive glare into residential areas.

Proposed *System Access* policies address connecting pedestrians, bicyclists, park and ride users and other transit users to the light rail system; employing design techniques in and around stations that provide maximum access to people of all abilities; and developing an integrated wayfinding system. These are consistent with several policies in the land use, transportation and urban design elements of the Comprehensive Plan.

- **Transportation Element Policy TR-23.** Coordinate improvements and operations among travel modes, providing connections between modes.

- **Urban Design Element Policy UD-48.** Encourage site and building designs that support and connect with existing or planned transit facilities in the vicinity.

- **Urban Design Element Policy UD-49.** Design and coordinate the proximity of bike racks, wheelchair access, pedestrian amenities, and other modes of transportation with transit facilities.

- **Transportation Element Policy TR-77.** Consider pedestrians and bicycles along with other travel modes in all aspects of developing the transportation system.

- **Transportation Element Policy TR-80.** Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus systems, and by improving the security and utility of park-and-ride lots and bus stops.

- **Land Use Element Policy LU-24.** Encourage adequate pedestrian connections with nearby neighborhood and transit facilities in all residential site development.

- **Transportation Element Policy TR-62.** Work to ensure that the regional transit system includes park and ride lots to serve activity centers in the region and on the Eastside to:
  1. Intercept trips by single occupant vehicles closer to the trip origins;
  2. Reduce traffic congestion; and
  3. Reduce total vehicle miles traveled.

- **Transportation Element Policy TR-26.** Address the special needs of citizens with various degrees of mobility in planning, designing, implementing, and maintaining transportation improvements and other transportation facilities and in delivering transportation services and programs.

- **Urban Design Element Policy UD-27.** Ensure that signs are compatible with their surroundings. Signs should provide information and make a positive visual contribution to the character of the community.

- **Urban Design Element Policy UD-28.** Develop a public signage and wayfinding system throughout the city that reinforces the identity of Bellevue and its distinct neighborhoods.

Proposed *Construction and Mitigation* policies deal with coordinating with the regional transit provider on identifying impacts and developing, monitoring and adapting mitigation measures. These are consistent with several policies in the environmental and transportation elements of the Comprehensive Plan.

- **Transportation Element Policy TR-112.** Consider physical design treatments to reduce noise in residential neighborhoods before a major street construction program is implemented.

- **Transportation Element Policy TR-118.** Mitigate air quality, noise, light/glare and other significant, adverse environmental impacts of proposed transportation projects on adjacent neighborhoods.

- **Environmental Element Policy EN-13.** Utilize science based mitigation for unavoidable adverse impacts to critical areas to protect overall critical areas function in the watershed.

- **Environmental Element Policy EN-14.** Implement monitoring and adaptive management plans for critical areas mitigation projects to ensure that the intended functions are maintained or enhanced over time.

- **Environmental Element Policy EN-88.** Ensure that excessive noise does not impair the permitted land use activities in residential, commercial, and industrial land use districts.

- **Environmental Element Policy EN-89.** Protect residential neighborhoods from noise levels that interfere with sleep and repose through development standards and code enforcement.

Growth Management Act

The proposal is consistent with GMA planning goals of: Urban Growth, Reduce Sprawl, Transportation, Housing, Economic Development, Property Rights, Environment, and Citizen Participation.

GMA Goals regarding Permits, Natural Resource Industries, Open Space and Recreation, Public Facilities and Services, Historic Preservation, and Shorelines are not applicable.

The Comprehensive Plan Amendment provides guidance for developing a light rail system in Bellevue that would reinforce many of the goals of the Growth Management Act. The proposed amendment calls for: consistency with the city's land use and transportation visions for an efficient urban form that provides a range of transportation choices; transit-supportive residential density, as appropriate, near stations; connecting major employment and activity centers; minimizing impacts to private property and environmentally sensitive areas; and early and ongoing public involvement in the planning, design, construction and operation of a system.

Consistent with the GMA objective of public participation, the planning process has included a number of public outreach activities as well as the formal public notice, hearing and comment process required by the Bellevue Land Use Code.

Countywide Planning Policies

Countywide Planning Policies for King County are organized by topics in nine separate chapters. The framework policies in each chapter are implemented

through local plans and regulations. Evidence of the consistency of the proposal with the framework policies is as follows:

I. **Critical Areas**. *The proposed amendments reinforce the City's existing policies to protect critical areas with new policies more specifically directed at the siting and alignment of a light rail system.*

II. **Land Use Pattern.** *The proposed amendments reinforce the region's land use vision by supporting transit oriented development and high capacity transit service for downtown Bellevue; a major hub of the Eastside, an established urban center, and designated as a Metropolitan Regional Center.*

III. **Transportation.** *The proposed amendments strongly support connecting major employment and activity centers with a light rail system.*

IV. **Community Character and Open Space.** *The proposed amendments support the protection of natural resource areas and community and neighborhood character through siting decisions and the use of context sensitive design for light rail facilities.*

V. **Affordable Housing.** *The proposed amendments do not directly seek to provide affordable housing. However, there are proposed policies that encourage transit oriented development, which could include affordable housing, around future station locations where that is consistent with the Comprehensive Plan. The proposed amendments do not propose any land use map or policy amendments that would necessitate a change in the land use designation for any parcels.*

VI. **Contiguous and Orderly Development and Provision of Urban Services to Such Development.** *Sound Transit is the regional transit provider; however, the proposed amendments are intended to guide the orderly development and provision of light rail service if and when that occurs in Bellevue.*

VII. **Siting Public Capital Facilities of a Countywide or Statewide Nature**. *Although the amendments do not address specific alignments being analyzed by Sound Transit in the DEIS process, several of the proposed policies address siting issues generically and all of the policies are intended to result in integration of a light rail system into the existing and planned urban form of Bellevue.*

VIII. **Economic Development.** *The amendments support appropriate transit oriented development and redevelopment consistent with the land use vision for downtown and the Bel-Red subarea. The proposed*

amendments do not propose any land use map or policy amendments that would necessitate a change in the land use designation for any parcels.

IX. **Regional Finance and Governance.** *Not applicable to this proposal.*

B2. The proposed amendment addresses the interests and changed needs of the entire city as identified in its long-range planning and policy documents; and

The proposed amendment addresses the changing land use and transportation needs of the city. Existing Comprehensive Plan policies (see B1 above) already articulate the city's land use and transportation vision that calls for an urban development pattern served by a range of transportation modes, including high capacity transit for downtown and other major employment and activity areas. Since the adoption of those policies, the region and the city have refined the transportation plans to identify light rail specifically as the preferred technology for high capacity transit to the Eastside. Although a specific alignment is yet to be determined, the regional plans also identify a light rail transit corridor for the Eastside from downtown Seattle, crossing Mercer Island on I-90, through downtown Bellevue and the Bel-Red subarea to Overlake and Redmond.

- **Transportation Element Policy TR-2.** Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that carry out the city's transportation and land use goals.

- **Transportation Element Policy TR-59.** Provide regional leadership for Sound Transit Phase 2 planning efforts.

- **Transportation Element Policy TR-72.** Provide regional leadership to implement a successful high capacity transit system to serve Bellevue and the Eastside.

- **Transportation Element Policy TR-75.** Strengthen Bellevue's role as the Eastside urban center through provision of high levels of HCT service.

As discussed previously, the light rail best practices effort was designed to identify those lessons learned by other cities with light rail systems in order to be better informed and in a better position to influence Sound Transit's decisions about where and how light rail is developed in Bellevue. The proposed amendment is one component of the best practices project. Although the policies do not address a specific alignment, they do presume the development of a light rail system in order for the city to be prepared to

maximize the opportunities and minimize the impacts of a system on Bellevue.

B3. The proposed amendment addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was amended. See LUC 20.50.046 [below] for the definition of "significantly changed conditions;" and

Significantly changed conditions are defined as: Demonstrating evidence of change such as unanticipated consequences of an adopted policy, or changed conditions on the subject property or its surrounding area, or changes related to the pertinent Plan map or text; where such change has implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole. *This definition applies only to Part 20.30I Amendment and Review of the Comprehensive Plan (LUC 20.50.046).*

Conditions have changed significantly and are continuing to evolve in regards to decisions about light rail at the state, regional and municipal levels of government. Significant changes include:

1. City Council endorsed Sound Transit's decision to extend light rail service to the Eastside. The City Council adopted interest statements in 2004 and 2005 supporting the provision of high capacity transit service to Bellevue as being consistent with and advancing the vision of the City's Comprehensive Plan.

2. East Link project, a potential future extension of the light rail system through Bellevue, is currently under study by Sound Transit. The Draft Environmental Impact Statement (DEIS), including the analysis of several alternative alignments through portions of South Bellevue, Downtown, and the Bel-Red subarea, is due for release in fall 2008. Funding for East Link was part of a ballot measure that failed in 2007, and Sound Transit is currently considering whether to seek voter approval for a new measure that includes funding for East Link in either 2008 or 2010. Regardless of the ballot decision, the DEIS and alignment selection process will continue. The proposed amendments are in anticipation of the DEIS and intended to complement that analysis to better inform the community and the City Council's discussion and decision for a city-preferred alignment prior to a decision by the Sound Transit Board in early 2009.

3. The City Council created the Light Rail Best Practices Committee in summer 2007 with a specific charge to develop a catalog of best practices for implementing light rail in Bellevue that included recommending Comprehensive Plan amendments for consideration by the City Council. The Committee has completed its work and is forwarding its report, including the proposed amendments to the Comprehensive Plan, to the

City Council. The proposed amendments were received by the Planning Commission for review and recommendation to the City Council.

B4. If a site-specific proposed amendment, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications; and

This site-specific criterion is not applicable to this proposed amendment.

B5. The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the city.

The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the city. The proposal does this by:

- Fostering a cooperative relationship between the city and the regional transit provider;
- Involving the public in a meaningful and ongoing way in the planning, design, construction and operation of a light rail system;
- Advocating for Sound Transit to make decisions about the location, design and operation of the system that are consistent with the city's local land use and transportation visions in a manner that complements, not diminishes, the character and quality of Bellevue; and
- Anticipating the possible range of construction and operational impacts and advocating for exceptional mitigation.

VII. CONCLUSIONS AND RECOMMENDATION

After consideration of the information and comments provided to the Commission in written and oral form by the public, the Light Rail Best Practices Committee and the staff, the Commission has formulated its recommendation based on the following:

- The Light Rail Best Practices Committee Report encapsulates a substantial amount of research, public comment and Committee review of other light rail systems conducted over the course of the past year;
- Proposed Comprehensive Plan amendments encompass a wide range of issues and policies that are a substantial and significant addition to the Comprehensive Plan;
- Consideration and adoption of the proposed amendments in advance of other amendments in the annual cycle is appropriate given the relationship of these policies to and the potential timing of Sound Transit's issuance of the DEIS for the East Link project;
- Although the proposed Comprehensive Plan amendments are part of a larger set of recommended actions in the Committee report that are important to establishing the context of the policies, the Planning Commission's authority

and charge is to make a recommendation solely on the proposed Comprehensive Plan amendments;

- Commission deliberation resulted in additional changes to the proposed amendments that clarify and expand on the proposal without decreasing or conflicting with the scope and intent of the Committee's recommendation; and
- The proposed Comprehensive Plan amendments, including modifications by the Planning Commission, is consistent with the City's existing Comprehensive Plan, King County Countywide Planning Policies and the Growth Management Act.

With this transmittal, the Planning Commission recommends that the City Council adopt the amendments to the Comprehensive Plan as described in Attachment 1A.

ATTACHMENTS

1A. Planning Commission Recommendation for Light Rail Best Practices Comprehensive Plan Amendments

[NOTE: Those existing sections of the Transportation Element with proposed changes are included; edits are shown using track changes format (underline for additions and ~~strikeout~~ for deletions). Comments and issues raised by Council are also in track changes format ***and*** *highlighted within a box. Photographs, while not shown here, would be retained.]*

Transit

Bellevue's Comprehensive Plan emphasizes reducing auto dependency by creating viable travel options. Travel options should include a strong transit system that focuses on serving local residents, employees and businesses. In order to provide a transit system that is responsive to the needs of the community, this Plan supports a close working partnership between the city and the local and regional transit providers.

In June 2003, Bellevue adopted a Transit Plan that includes a set of recommendations regarding future transit service as well as capital support for these services. The recommendations are based on a 10-Year Transit Vision of service improvements (see Figure TR.8).

The Transit Plan calls for a hierarchy of transit services that is focused on three major elements – connections within Bellevue, connections between Bellevue and other Eastside communities, and connections between Bellevue and other communities in the region. To allow convenient transfers between these services, a network of transit hubs has been identified at key locations within Bellevue. These hubs, located in the vicinity of activity areas such as retail and employment centers, will provide opportunities for transferring between the various types of transit services.

In September 2002, King County Metro adopted the Six-Year Transit Development Plan. The city worked with King County to develop this plan which defines King County's public transportation development for 2002 through 2007. Investments in transit identified and prioritized in this Plan are focused on relieving congestion and improving mobility. The city is working closely with King County to successfully implement the Plan and maintain consistency with Bellevue's Transit Plan.

Policies

TR-50: Update to reference new Figure TR.10 Sound Transit 2005 Long-Range Plan, which will replace existing Figure TR.10 and TR.9

POLICY TR-50. Work with transit providers to implement the Bellevue Transit Plan as an attractive travel option for local residents, employees, students, visitors, businesses and other users of regional facilities. (see Figure TR.~~9~~10).

POLICY TR-51. Work with transit providers to establish a hierarchy of transit services focused on three major elements:

1. Bellevue-Bellevue Connections (e.g. Downtown, Overlake, Crossroads, Eastgate/BCC, Factoria)
2. Bellevue-Eastside Connections (e.g. Redmond, Kirkland, Issaquah)
3. Bellevue-Regional Connections (e.g. Seattle, south county)

POLICY TR-52. Work with transit providers to establish transit hubs at activity areas in the city. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate (including Bellevue Community College), and Factoria. Direct the most intensive levels of transit service to the designated transit hubs which have been strategically located in the designated Urban Center and Activity Centers of Bellevue.

POLICY TR-53. Work with transit providers to maintain and improve public transportation services to meet employer and employee needs. Develop and implement attractive transit commuter options, such as park and ride facilities and local shuttle systems with sufficient frequencies to increase use of transit for commuting and reduce reliance on private automobiles.

POLICY TR-54. Work with transit providers to create, maintain, and enhance a system of supportive facilities and systems such as:
1. Transit stations and centers;
2. Passenger shelters;
3. Park and ride lots;
4. Dedicated bus lanes, bus layovers, bus queue by-pass lanes, bus signal priorities;
5. Pedestrian and bicycle facilities;
6. Pricing;
7. Kiosks and on-line information; and
8. Incentive programs.

POLICY TR-55. Work with private developers and transit providers to integrate transit facilities and pedestrian and bicycle connections into residential, retail, manufacturing, commercial, office, and other types of development.

POLICY TR-56. Develop partnerships with transit providers to implement projects providing neighborhood–to–transit links that improve pedestrian and bicycle access to transit services and facilities.

POLICY TR-57. Coordinate with transit providers to enhance transit service information and provide incentives to encourage and facilitate transit use.

Regional Transit

Goals:

1. To provide a regional transit service at levels that support the land use goals of the city.
2. To provide high performance transit connections with the other urban centers in the region.
3. To develop programs to encourage ridership on regional transit.

Interjurisdictional Implications

In November 1996, voters within areas of King, Pierce and Snohomish Counties approved funding for a Regional Transit System including light rail, commuter rail, and regional express bus services. Vision ~~2020~~ 2040 and the Metropolitan Transportation Plan "Destination 2030" adopted by the Puget Sound Regional Council, and the
Countywide Planning Policies for King County call for a high capacity transit system linking urban centers and supported by other travel modes.

Housekeeping / spelling correction.

Unprece~~n~~dented levels of interjurisdictional cooperation to plan, fund, and build the regional transit system will be required. Bellevue participates in regional planning efforts, and with other local jurisdictions, is working to create an environment that integrates the transit system into the community and promotes system usage.

Implementing the regional transit system will require an array of city efforts in the coming decades. Priorities include city participation in detailed system design, preservation of right-of-way, and station area planning, along with other needs to be identified as the system progresses.

Policies

TR-58: Update to delete references to completed program and its projects.

POLICY TR-58. Participate actively in ~~Sound Transit Phase 1~~ efforts to expand the regional transit system. Work to ensure that Eastside services and facilities are high priorities for system improvements~~, including direct HOV access to Downtown Bellevue and the Eastgate Park and Ride lot, and expansion of the Bellevue Transit Center~~.

POLICY TR-59. Provide regional leadership for ~~Sound Transit Phase 2~~ regional transit system planning efforts.

POLICY TR-60. Secure a share of regional transit system facilities and service priorities for Bellevue residents proportional to the city's contributed share of regional transit revenues.

POLICY TR-61. Work with transit providers to maintain and expand direct and frequent regional bus routes to support the city's land use and mode split goals.

POLICY TR-62. Work to ensure that the regional transit system includes park and ride lots to serve activity centers in the region and on the Eastside to:
1. Intercept trips by single occupant vehicles closer to the trip origins;
2. Reduce traffic congestion; and
3. Reduce total vehicle miles traveled.

POLICY TR-63. Encourage transit providers to increase the frequency of transit serving the permanent park and ride lots in the I-90 corridor to better balance commuter usage of the lots.

POLICY TR-64. Encourage transit providers and the state to provide new and expanded park and ride lots to adequately serve city residents and to develop additional capacity outside Bellevue at other strategic Eastside locations to serve outlying residents.

POLICY TR-65. Work with transit providers and local property owners to develop new leased park and ride lots.

TR-66: Update to reference new Figure TR.10 Sound Transit 2005 Long-Range Plan map, which will replace existing Figures TR.9 and TR.10

POLICY TR-66. Work with the regional transit provider to ensure that transit system development occurs in accordance with the adopted Sound Transit ~~Phase 1~~ long-range system map and plan (see Figure TR.10).

POLICY TR-67. Identify and preserve necessary right-of-way for regional transit facilities.

POLICY TR-68. Integrate local transit services and facilities with the regional transit services and facilities and modes serving Bellevue and the Eastside.

POLICY TR-69. Work in partnership with transit providers to market and promote regional transit services to commuters, residents, and employers.

POLICY TR-70. Promote transit use and achieve land use objectives through transit system planning that includes consideration of:

1. Land uses that support transit, including mixed use and night-time activities;
2. Transit-oriented development opportunities with the private and public sectors;
3. A safe and accessible pedestrian environment, with restrictions on auto access;
4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians;
5. Urban design and community character that support and facilitate transit use; and
6. Protecting nearby neighborhoods from undesirable impacts.

POLICY TR-71. Improve transit connections between downtown Bellevue and other designated urban centers.

High-Capacity Transit

High-Capacity Transit (HCT) is defined as various types of transit systems operating on a fixed guideway, dedicated right-of-way, or freeway/express facility, designed to carry a large number of riders at higher speeds than conventional transit.

Bellevue is participating with Sound Transit in planning for high capacity transit to serve the city. HCT may include a mix of commuter rail, light rail, express bus services and facilities and/or other high capacity transit technologies, plus other associated transit improvements that tie local/regional transit services to each other and to other travel modes.

Policies

POLICY TR-72. Provide regional leadership to implement a successful high capacity transit system to serve Bellevue and the Eastside.

POLICY TR-73. Work with Sound Transit to ensure that any HCT service to and within the Eastside serves Downtown Bellevue as the major hub of the Eastside.

POLICY TR-74. Work with Sound Transit to ensure that HCT services to Downtown Bellevue are provided at levels commensurate with Downtown Bellevue~~'s~~ ~~position~~being ~~as~~ the highest concentration of population and employment in King County outside of Seattle and its designation as an ~~established~~ urban center ~~and major hub of the Eastside,~~ as well as a ~~designated~~ Metropolitan Regional Growth Center. HCT services should include frequent service to downtown Seattle and ~~services provided to~~ other urban centers.

POLICY TR-75. Strengthen Bellevue's role as the Eastside urban center through provision of high levels of HCT service.

Cross-reference:
*Also see the **Transit** and **Regional Transit** sections.*

[NOTE: The following "Light Rail Transit" subsection is proposed as an entirely new set of policies under "High Capacity Transit." This version shows the proposed Planning Commission

changes to the original set of policies recommended by the Light Rail Best Practices Committee. Proposed Planning Commission changes are shown in track changes format (underline for additions and ~~strikeout~~ for deletions). Comments and issues raised by Council are also in track changes format ***and*** *highlighted within a box.]*

Light Rail Transit *is a new proposed section, including new proposed policies* ***TR-75.1 through TR-75.35.***

Light Rail Transit

In anticipation of the potential East Link light rail project proposed by Sound Transit to connect downtown Bellevue with Seattle and Redmond, the City Council established a Light Rail Best Practices Committee in 2007 to review "best practices" for implementing light rail in other North American cities and apply those "lessons learned" to Bellevue.

Starting with community issues and concerns, the Committee pursued literature research, community input, and tours of light rail systems. The Committee developed the Light Rail Best Practices Report, which includes a set of best practices and a range of complementary implementing actions to guide the development and operation of a light rail system in Bellevue. The range of actions included Comprehensive Plan policies, amendments to city codes and standards, other city policies and procedures, city capital investments, and expectations of Sound Transit. Council considered the full set of actions and adopted the following section of Light Rail Transit Comprehensive Plan policies.

These Light Rail Transit policies are a subset of the High Capacity Transit (HCT) policies also included in this Element. ~~Light Rail Transit policies are based on the Best Practices Committee's light rail research and specifically address light rail systems. However, they may in some instances apply to broader HCT system improvements as proposed and analyzed at a future time.~~Although the Committee's charge and research was limited to light rail systems, many of the resulting policies may be appropriate for other HCT systems. Applicability of light rail policies to other HCT systems should be analyzed at such time that there is a change or addition to the HCT technology that would serve Bellevue. For purposes of this discussion, HCT is defined as a transit system operating in dedicated right-of-way such as light rail, bus rapid transit in its own right-of-way, or a substantially equivalent system, including future technologies.

Policies

General

POLICY TR-75.1 Develop a light rail system in collaboration with the regional transit provider that advances the City's long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and balances regional system performance.

Discussion: This policy is a recognition of the potential trade-offs involved in developing a light rail system. While cost and system performance are important both to the City and to the regional transit provider, the City places at least equal importance on achieving local land use and transportation objectives. These factors are not mutually exclusive and in fact they are interdependent. The intent of this policy is to ensure that local land use and transportation objectives are given equal consideration with regional objectives when planning, designing, building and operating a light rail system in Bellevue.

POLICY TR-75.2 Use the Light Rail Best Practices Report, including City expectations of Sound Transit, to guide City actions and advocacy in pursuit of the best community outcomes for developing and operating light rail transit in Bellevue.

POLICY TR-75.3 Develop and maintain a strong working relationship with the regional transit provider to ensure a collaborative effort to implement light rail in Bellevue.

POLICY TR-75.4 Provide ample opportunity for meaningful public involvement by residents, neighborhood groups, business leaders, and other informal and formal stakeholders in a cooperative and coordinated community involvement program with the regional transit provider. Members of the community should have opportunities throughout any light rail planning and implementation process to help shape the ultimate configuration of any light rail system in Bellevue and throughout the Eastside.

Routing & Alignment

POLICY TR-75.5 Work with the regional transit provider to provide reliable, high-performance, attractive alternatives to single-occupant vehicle travel by providing service to the city's major employment centers and residential areas. A light rail system should ~~Add~~ add new travel capacity ~~using light rail~~ within its own right-of-way, rather than replace existing travel lane capacity, in order to maximize speed and reliability for light rail while minimizing impacts to other modes.

Discussion: The intent of this policy is to ensure that the addition of a light rail system in Bellevue does not reduce the capacity of travel lanes on existing city arterials. This is especially critical in the downtown where the capacity of lanes for non-rail vehicle travel is already constrained.

POLICY TR-75.6 Support plans by the regional transit provider to connect Bellevue, Seattle and Redmond activity centers, including downtown Bellevue and the developing center of Bel-Red, with service that optimizes convenience for riders. Light rail should connect "somewhere to somewhere."

Discussion: Light rail should connect the places where people live, work, shop and play (i.e. "somewhere") within Bellevue and within the region, helping to reinforce the local and regional land use plans. In contrast to regions with systems that simply connect park and ride lots rather than places, central Puget Sound is a region with a largely mature land use pattern. Light rail can help reinforce the key activity centers within this pattern. Connecting places advances the local community vision, meets regional transportation needs, and optimizes system convenience and ridership.

POLICY TR-75.7 Advocate for light rail service that is consistent with local land use and transportation plans. Light rail planning should further the achievement of the City's land use and transportation vision.

POLICY TR-75.8 Advocate for an alignment for downtown Bellevue that advances the adopted land use vision for an urban downtown by:

1. optimizing ridership and user convenience;
2. locating stations in proximity (i.e. within a 10 minute walk) to existing and planned employment concentrations;

3. addressing aesthetic concerns and promoting superior urban design integration, within the established urban context;
4. minimizing impacts on businesses and residents during construction; and
5. minimizing overall ~~operational~~ impacts of a light rail system on the operation of the downtown street network.

POLICY TR-75.9 Advocate for an alignment south of downtown Bellevue that advances the adopted land use vision by:

1. protecting the character and livability of existing neighborhoods, including adequate ingress and egress to the neighborhood;
2. minimizing impacts to wetlands and other natural resources;
3. providing local access to the system for Bellevue neighborhoods; and
4. optimizing ridership and user convenience.

POLICY TR-75.10 Advocate for an alignment in the Bel-Red corridor that is consistent with the Bel-Red Subarea Plan.

POLICY TR-75.11 Protect environmentally sensitive areas of local and regional significance in the siting and alignment of light rail facilities.

Community Integration

POLICY TR-75.12 Partner with the regional transit provider to design transit stations and facilities incorporating neighborhood objectives and context sensitive design to better integrate facilities into the community. This includes, but is not limited to the following:

1. Incorporating superior urban design, complementary building materials, and public art; and
2. Providing substantial landscaping at stations and along the alignment, including retained significant trees and transplanted trees that are, at a minimum, saplings.

Discussion: Context sensitive design, as it relates to transportation projects, asserts that all decisions in transportation planning, project development, operations and maintenance should take into consideration the communities and land uses which the project passes through ("the context"). Context sensitive design seeks to balance the needs of the project with other desirable outcomes, including environmental sustainability, community character, and the creation of vital public places. Typical considerations of context sensitive design include building materials and texture, building scale relative to nearby structures and relationship to streets and adjacent uses.

POLICY TR-75.13 Encourage the regional transit provider to work closely with affected neighborhoods (e.g. through neighborhood workshops, design charrettes, advisory committees) in the design of any light rail transit facility to ensure that the design of the facility incorporates neighborhood objectives and context sensitive design.

POLICY TR-75.14 Promote the use of context sensitive design and high quality materials to prevent and mitigate negative impacts and incorporate the light rail system appropriately into the streetscape.

POLICY TR-75.15 Formulate standards and guidelines that can be applied by the regional transit provider to create stations that are a valued place in the community by providing:

1. Access and linkages to the surrounding community;
2. A comfortable place to be, not just pass through;
3. A place that works for both large and small numbers of people; and
4. Design that encourages social interaction among people.

POLICY TR-75.16 Work with neighborhood groups, business owners, other stakeholders, and the regional transit provider to identify and fund additional improvements that can be constructed efficiently in conjunction with project construction.

POLICY TR-75.17 Protect Bellevue's residential and commercial ~~neighborhoods~~ areas from the negative effects of light rail by promoting actions of the regional transit provider that minimize environmental, traffic and noise impacts.

POLICY TR-75.18 Protect residential neighborhoods adjacent to light rail facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, with techniques such as residential parking zone programs, parking patrols, and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure ~~their~~ continued effectiveness.

Discussion: "Residential neighborhoods," for purposes of these Light Rail Transit policies, refers to an existing land use pattern dominated by single family and/or multi-family development. It also refers to a mixed use area where the residential use is well-established to the point where the residential character (e.g. street level activity, streetscape and amenities) is a strong element of the area. Unless otherwise noted, "residential neighborhoods" does not refer to the specific zoning of residential uses.

POLICY TR-75.19 Ensure that any future land use that occurs around station areas is consistent with the Comprehensive Plan land use vision for that area, recognizing that:

1. Some potential station areas (e.g. Bel-Red) could support more intense redevelopment that includes density increases that support transit;
2. Some potential station areas (e.g. Downtown) could sustain a more transit supportive design and orientation without changes to land use intensity; and
3. Land use changes would be precluded in existing single family designations and environmentally sensitive areas (e.g. south Bellevue, Mercer Slough).

POLICY TR-75.20 Maintain and enhance the safety of Bellevue's streets when incorporating light rail, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

POLICY TR-75.21 Maximize the efficient usage of the transportation network through utilization of transit signal priority (TSP) technology. Provide for efficient light rail operation and minimize delay, while ~~still accommodating~~ maintaining capacity for non-rail vehicle movements.

POLICY TR-75.22 Encourage quality design and construction in the light rail system, by:

1. Including durable materials in design and construction to ensure facilities retain appearance, functionality and community value; and
2. Incorporating art, public spaces, and other features as community assets.

POLICY TR-75.23 Coordinate with the regional transit provider to employ crime prevention principles in the design of light rail stations, and use available technologies to deter crime. Examples include:

1. Visibility of station platform from adjacent streets and parking;
2. Open and well-lighted pedestrian connections to parking and adjacent community;
3. Video surveillance on station platforms and trains; and
4. Establishing and enforcing ~~A~~ a fare paid zone for station platforms ~~is established and enforced~~.

POLICY TR-75.24 Develop agreements with the regional transit provider to ensure long-term safety and security, operation and maintenance of stations.

System Access

POLICY TR-75.25 Develop and maintain a safe and convenient pedestrian network to light rail stations, through shared responsibility with the regional transit provider, that is intended to:

1. Provide short, direct routes within a ten-minute walk;
2. Incorporate principles of universal design, i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation;
3. Maximize safety for all pedestrians at street crossings; and
4. Give priority to pedestrian access and safety in station areas.

POLICY TR-75.26 Employ principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) in streets within station planning areas to accommodate the widest range of potential users, including people with mobility and visual impairments and other special needs.

POLICY TR-75.27 Provide reliable access to the system for Bellevue residents in cooperation with local and regional transit providers, by ensuring that adequate existing and new park and ride lot capacity, neighborhood bus connections and local and regional express bus services are available.

POLICY TR-75.28 Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services. Encourage transit-to-transit, transit-to-pedestrian, ~~and~~ transit-to-bicycle ~~transfers~~, and transit-to-pick-up/drop-off transfers, with an emphasis on safety for ~~pedestrians and bicyclists~~people transferring between the station platform and the various modes.

Discussion: Facilitation of intermodal transfers encompasses the provision of convenient, well-lighted and secure storage at stations sufficient to accommodate a range of modes (e.g. bicycles and other small motorized and non-motorized vehicles).

POLICY TR-75.29 Develop and implement an integrated wayfinding system, incorporating principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) and multiple languages, in conjunction with the regional transit providers, to facilitate transit ridership by all users.

POLICY TR-75.30 Evaluate proposed new park and ride facilities and expansion of existing park and ride facilities to serve light rail transit, for their effectiveness to serve the community and the light rail system, and for their potential environmental and community impacts. New or expanded

park and ride facilities should be consistent with the Comprehensive Plan vision for each specific location.

Construction & Mitigation

POLICY TR-75.31 Develop an interlocal agreement with the regional transit provider to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the~~ir~~ continual effectiveness of the measures.

POLICY TR-75.32 Collaborate with the regional transit provider to create a Construction Management Plan for all new major transit investments. The Construction Management Plan should include a Construction Phasing Plan that minimizes the corridor length disrupted at one time and minimizes the time period of disruption.

POLICY TR-75.33 Place a priority on the use of noise avoidance or absorption techniques over noise deflection in residential neighborhoods when developing mitigation measures with the regional transit provider. Monitor the outcomes of these efforts and pursue adjustments with the regional transit provider to ensure ~~their~~ continued effectiveness.

POLICY TR-75.34 Develop and implement an early and ongoing program with the regional transit provider to provide assistance to residents and businesses affected by construction.

POLICY TR-75.35 Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with the regional transit provider, through actions such as site selection, design and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.

Discussion: Construction staging areas for light rail projects are primarily used for the storage of equipment and materials as well as activities such as tunnel boring, employee parking, deliveries and construction offices. These areas typically encompass several acres and remain in use for the duration of the project. Tunnel boring areas generate additional truck trips to haul away dirt and debris and typically require a larger staging area.

Cross reference for Light Rail Transit section:

Transportation Policy TR-1 *supporting integration of land use and transportation decisions to ensure that the transportation system supports the Land Use Vision.*
Transportation Policy TR-8 *supporting pedestrian design features that improve safety including adequate lighting and paved, hazard free surfaces.*
Transportation Policy TR-28 *supporting neighborhood involvement in the planning and design of transportation systems.*
Transportation Policy TR-46 *supporting calming measures to reduce cut-through traffic.*
Transportation Policy TR-56 *supporting partnerships that improve pedestrian and bicycle access to transit services and facilities.*
Transportation Policies TR-62-65 *regarding park and ride facilities.*
Transportation Policy TR-67 *supporting preservation of necessary right-of-way for regional transit facilities.*
Transportation Policy TR-69 *supporting partnerships that promote regional transit services to commuters, residents and employers.*

Transportation Policy TR-70 *supporting transit system planning ~~that protects nearby neighborhoods from undesirable impacts;~~ that promotes transit use and land use objectives; and that protects nearby neighborhoods from undesirable impacts.*
Transportation Policy TR-79 *supporting pedestrian and bicycle projects that provide accessible linkages to the transit system.*
Transportation Policy TR-80 *supporting improved pedestrian and bicycle linkages to transit and school bus systems; and supporting improved security and utility of park-and-ride lots and bus stops.*
Transportation Policy TR-112 *supporting physical treatments to reduce noise impacts on adjacent neighborhoods from transportation construction projects.*
Transportation Policy TR-118 *supporting mitigation of adverse impacts of proposed transportation projects on adjacent neighborhoods, including air quality, noise, light and glare.*
Transportation Policy TR-119 *supporting residential parking zone programs to reduce spillover parking.*
Urban Design Policy UD-47 *supporting a cooperative regional transit design process to ensure facilities reflect the general character of Bellevue and the surrounding neighborhoods.*
Urban Design Policies UD-47-49 *for guidance on the design of transit facilities.*
Urban Design Policies UD-49 *supporting transit facilities design that includes bike racks, wheelchair access, and pedestrian amenities.*
Environmental Policies EN-59-66 *for guidance on protection of wetlands and habitat.*
Community Participation Policies *for guidance on expanding public participation.*

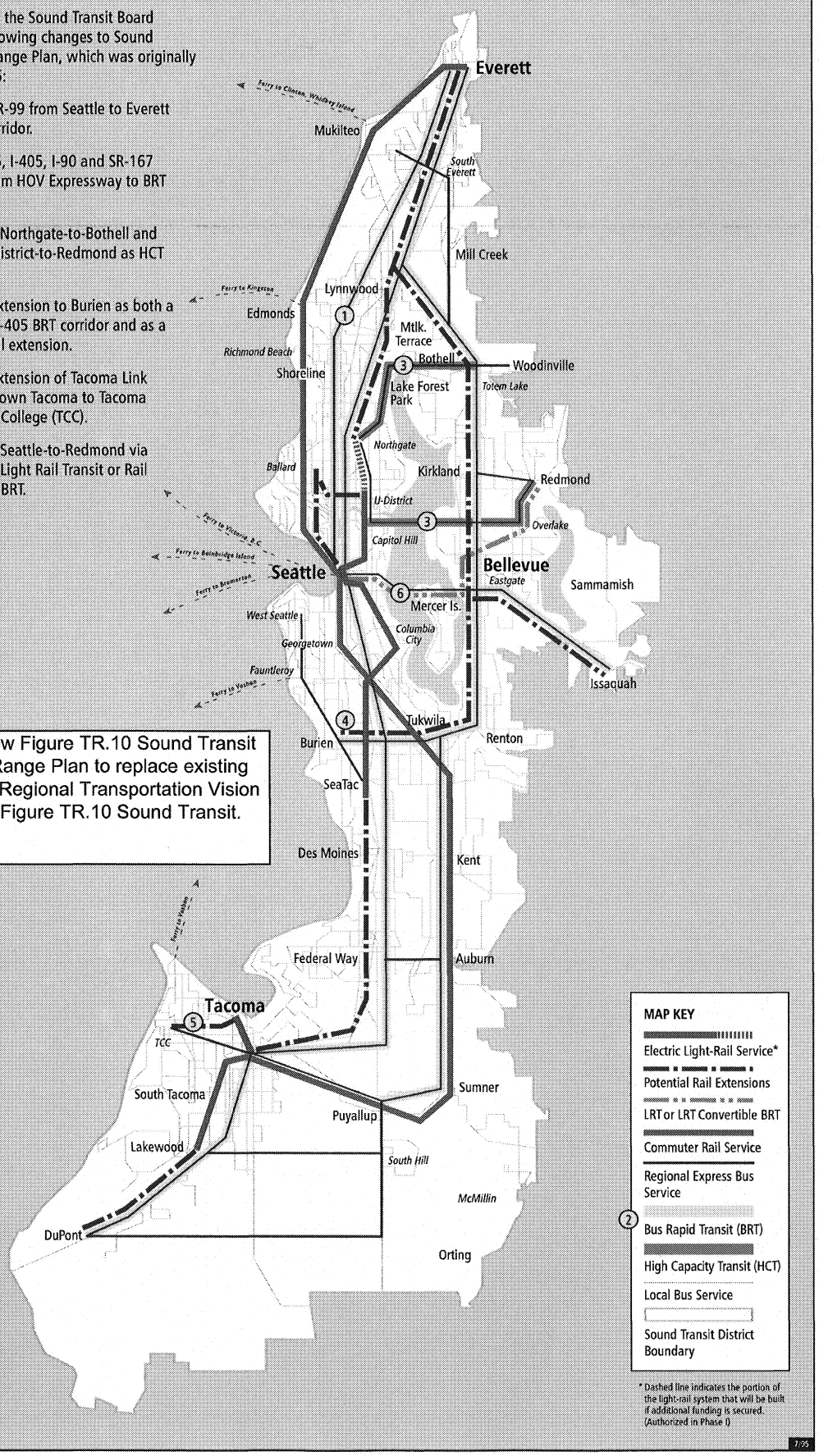
Proposed changes to Figures TR.9 and TR.10 (following pages): Existing Figures ***TR.9 Regional Transportation Vision*** *and* ***TR.10 Sound Transit*** *proposed to be deleted and replaced with new* ***Figure TR.10 Sound Transit 2005 Long-Range Plan.***

2005 LONG-RANGE PLAN

SOUNDTRANSIT

On July 7, 2005, the Sound Transit Board adopted the following changes to Sound Transit's Long-Range Plan, which was originally adopted in 1996:

1. Identified SR-99 from Seattle to Everett as a BRT corridor.
2. Changed I-5, I-405, I-90 and SR-167 corridors from HOV Expressway to BRT corridors.
3. Designated Northgate-to-Bothell and University District-to-Redmond as HCT corridors.
4. Added an extension to Burien as both a part of the I-405 BRT corridor and as a potential rail extension.
5. Added an extension of Tacoma Link from downtown Tacoma to Tacoma Community College (TCC).
6. Designated Seattle-to-Redmond via Bellevue as Light Rail Transit or Rail Convertible BRT.



Proposed new Figure TR.10 Sound Transit 2005 Long-Range Plan to replace existing Figure TR.9 Regional Transportation Vision and existing Figure TR.10 Sound Transit.

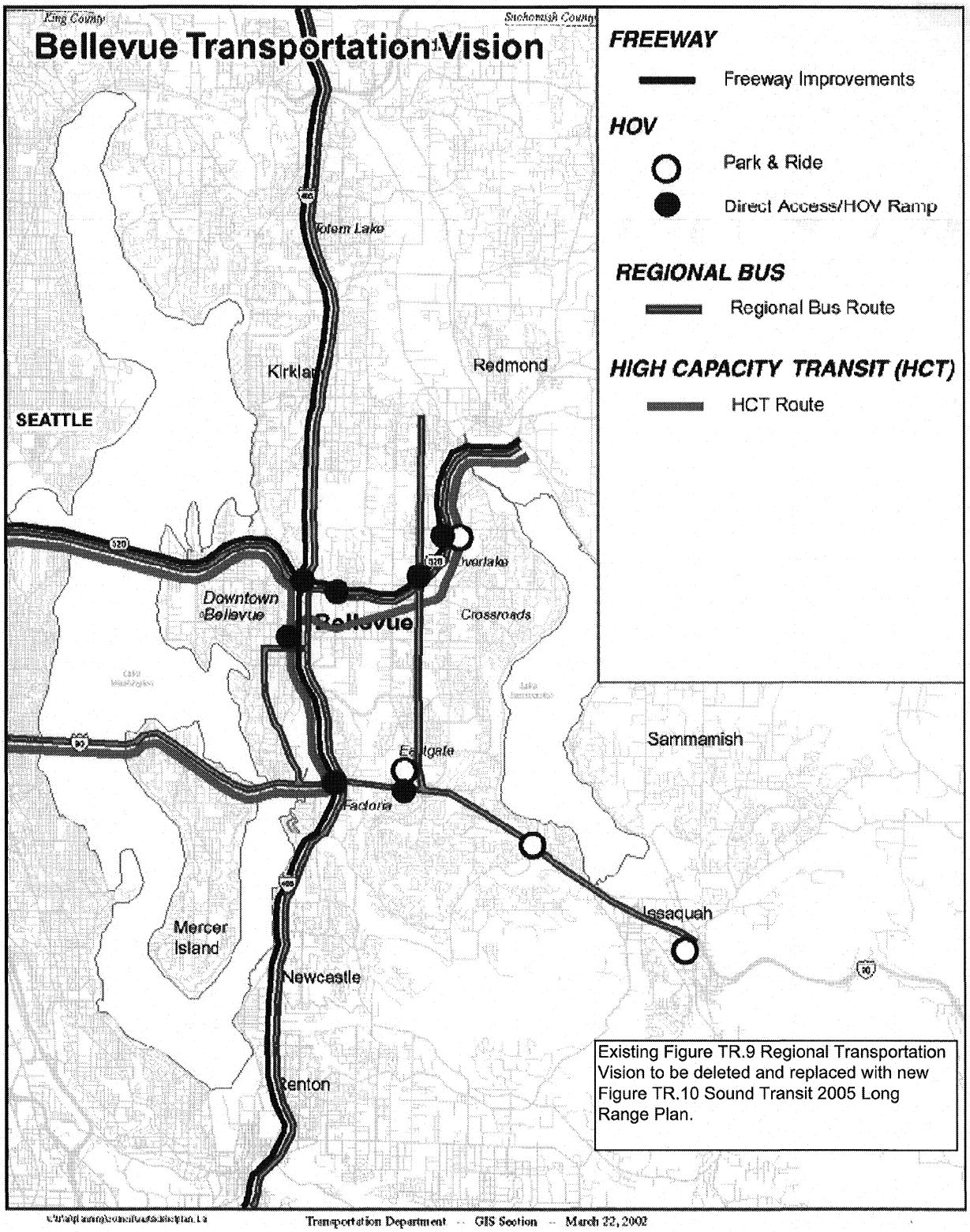


FIGURE TR.9
Regional Transportation Vision

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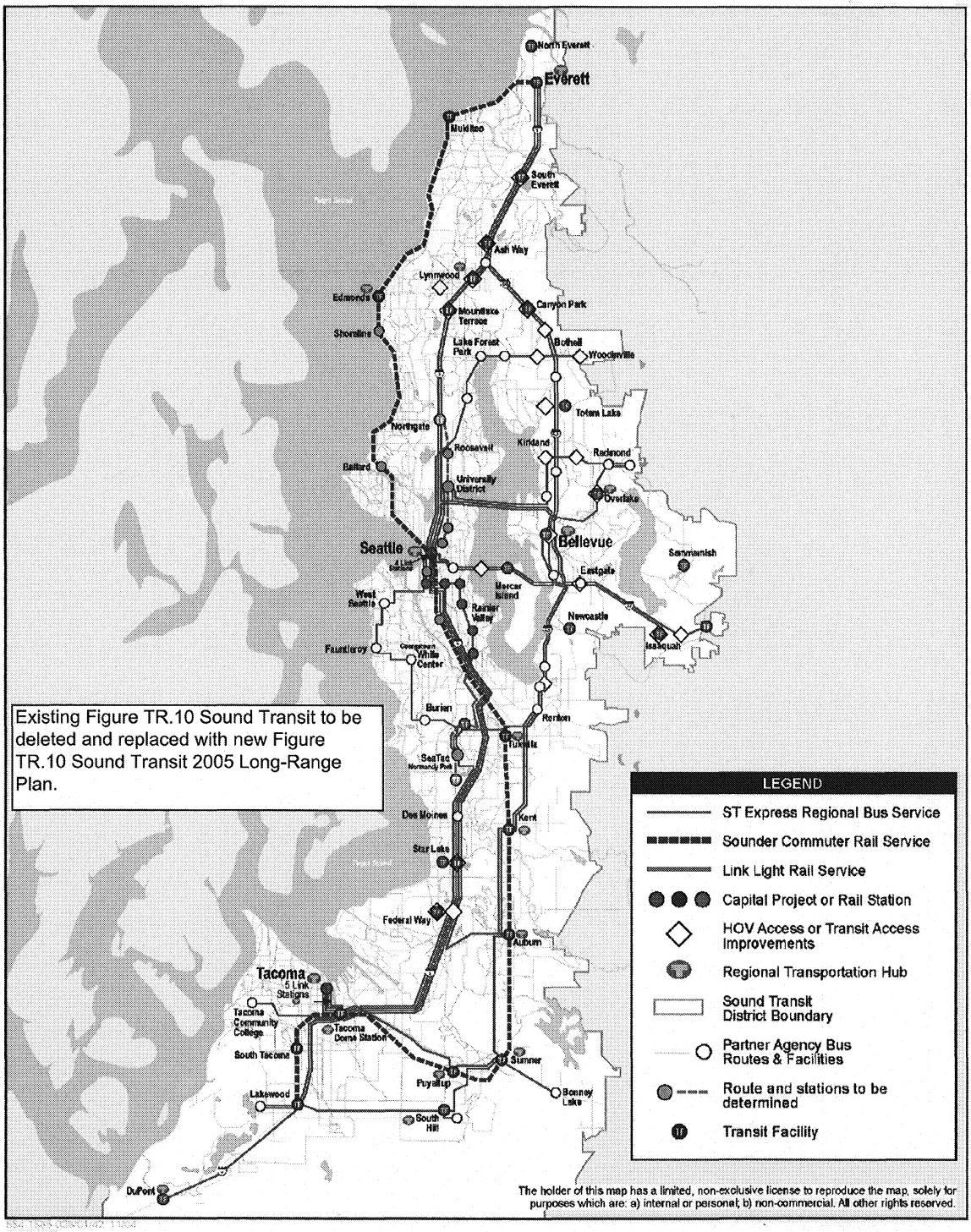

FIGURE TR.10

Sound Transit

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Process for Taking Public Comment on the Light Rail Best Practices Committee's Recommendations Contained in their Final Report and on Related Comprehensive Plan Amendments

July 28, 2008

As noticed, the City Council will hear comments from members of the public who wish to speak about the recommendations developed by the Light Rail Best Practices Committee at their Extended Study Session to be held on Monday night, July 28, 2008, in the City Council Conference Room of Bellevue City Hall.

- Sign-up sheets for those wishing to speak in support and in opposition will be available at 7:30 p.m. outside the door of the Council Conference Room. Only one sign up is permitted per person.

- **The time allotted for the public comment period is one hour in total.**

- Speakers will be called from the sign-up sheets in the order in which they sign up until the time allotted for speaking is exhausted. **Note that not all members of the public who sign up are guaranteed an opportunity to speak.**

- At the beginning of the public comment period, the Mayor will announce the number of speakers signed up. If there are a number of individuals signed up to speak, **as a courtesy to others speakers are asked to be brief.**

- Under the Council's rules, individuals are allowed three minutes to address the Council.

- The first representative of a recognized community organization is allowed five minutes if presenting the official position of that organization. **Please identify the process through which the official position of your group was determined.**

- Individuals who have not signed up to speak may testify following the signed-up speakers if time permits.

- **Speakers are requested to state their concurrence with previous speakers' comments rather than repeating testimony.**

- The audience is asked not to clap at the conclusion of a speaker's testimony. If you agree with the previous speaker, please indicate your agreement by raising your hand.

- Courtesy to one another's points of view is expected.

- The City Clerk will be the timekeeper and the public comments will be recorded.

ATTACHMENT 3

PLEASE PUBLISH ON July 21 or July 22, 2008

Light Rail Best Practices
NOTICE OF PUBLIC COMMENT PERIOD
CITY OF BELLEVUE

NOTICE IS HEREBY GIVEN that the Bellevue City Council will be accepting public comment related to Light Rail Best Practices during a special comment period at their regularly scheduled Extended Study Session, to be held beginning at approximately 8:00 p.m. on July 28, 2008, in the City Council Chamber of Bellevue City Hall, 450 110th Avenue NE, Bellevue, WA 98004.

The public comment period is an opportunity for residents and other stakeholders to comment on potential Comprehensive Plan amendments recommended as part of the Light Rail Best Practices Committee's work program. Interested persons are encouraged to attend and to provide written and/or oral testimony.

Any questions about the special public comment portion of the July 28, 2008 meeting should be addressed to Myrna Basich, Assistant City Manager, at (425) 452-2733 or e-mail mbasich@belleuvewa.gov .

Affidavit of posting has been filed with the City Clerk for the Bellevue City Council.

Dated this 18th day of July 2008.

Myrna L Basich

Myrna Basich
Assistant City Manager/City Clerk