

## CITY COUNCIL STUDY SESSION ITEM

### SUBJECT

Discussion regarding potential mitigation options on Sound Transit's preferred East Link B-segment alignment (B2M).

### STAFF CONTACT

Bernard Van de Kamp 452-6459  
*Transportation Department*  
Diane Carlson 452-4225  
*Intergovernmental Relations Manager*

### POLICY ISSUES

Discussion of potential design modifications to Sound Transit's preferred B2M East Link alignment available to mitigate identified impacts, including noise, neighborhood and transportation system impacts. Sound Transit staff is expected to be in attendance to discuss possible options with Council.

### DIRECTION NEEDED FROM COUNCIL

<input type="checkbox"/>	Action
<input checked="" type="checkbox"/>	Discussion
<input checked="" type="checkbox"/>	Information

This is the first of several planned study sessions to review impacts and possible mitigation for Sound Transit's preferred alignment as currently identified in the project's Final Environmental Impact Statement (FEIS).

### BACKGROUND/ANALYSIS

Sound Transit publicly released the FEIS for the East Link project on July 7. The document identifies a current preferred alignment [A1-B2M-C11A (or C9T with agreement with Bellevue)-D2A]. The Sound Transit board is expected to confirm that final alignment at its July 28 Board meeting.

In recent weeks, the City Council has indicated a desire to engage with Sound Transit on how its preferred alignment, especially the B-segment portion of that alignment, could be made consistent with the principles for light rail articulated by the City over the years, including in the Light Rail Best Practices Report. Attachment A includes a summary of the principles developed through the Light Rail best practices work. Those principles form the framework for a discussion of exceptional mitigation for a light rail project through and serving Bellevue. Exceptional mitigation was previously described by the Council as follows:

Exceptional does not necessarily mean more expensive. Rather, it requires that the City and Sound Transit explore the potential range of mitigation measures to

effectively address impacts and not simply rely on a minimum or standard approach.

*Excerpt of February 25, 2009 letter from Bellevue Mayor Degginger to Sound Transit Chair Greg Nickels transmitting City's comments on the Draft EIS.*

Monday's discussion will focus on a confirmation of the principles to guide a discussion of exceptional mitigation for the B-segment Sound Transit preferred alignment. In addition, City staff will identify a range of options to consider for mitigation of impacts that have historically been a focus of significant concern (for example: noise, transportation system, neighborhood impacts). Sound Transit staff will be in attendance to respond to Council questions about the opportunity for design modifications to their preferred B2M alignment that may become part of mitigated response to these areas of concern.

**ALTERNATIVES**

Council is not asked to provide specific direction. Staff will return for further study session discussions on those impacts and mitigation of particular interest to the Council.

**RECOMMENDATION**

N/A

**ATTACHMENT(S)**

A – Bellevue Light Rail Best Practices Principles

**EAST LINK LIGHT RAIL**  
**Bellevue Light Rail Transit Principles**  
**Winter 2009**

The following principles summarize the existing body of City policy relating to high capacity transit. These summary principles incorporate multiple policies that more specifically articulate the City's objectives and vision.

**Connect “somewhere to somewhere” by conveniently serving the places where people live, work, and play:**

- Maximize user convenience
- Connect destinations in Bellevue and to other regional activity centers
- Advance Bellevue's land use vision for each area
- Provide benefits, including access, to existing residents and businesses

*Policy basis: Comp Plan TR 71, 75.25, 75.5 75.6 & 75.30; Light Rail Best Practices (LRBP) Guiding Principle #1; LRBP Land Use Best Practice A; LRBP Elevated, At-Grade & Tunnel Best Practice A.*

**Accommodate long-term, multi-modal transportation system development:**

- Minimize impacts on street operations
- Meet regional transportation system needs, including allowing for regional transit connections
- Allow for functional multi-modal operation of local street network
- Advance the land use vision for each area

*Policy basis: Comp Plan TR 75.5, 75.8 & 75.27; LRBP Elevated, At-Grade & Tunnel Best Practices B, C, D; Future HCT Interest Statement (June 2005); Regional Mobility Interest Statement (Nov. 2004).*

**Optimize ridership:**

- Generate strong daily ridership
- Optimize convenience for riders
- Connect to available or planned pedestrian and bicycle connections, transit service, and park-&-rides
- Provide a competitive travel time to be an attractive alternative to single occupant vehicles

*Policy basis: Comp Plan TR 69, 75.1, 75.5, 75.6 & 75.25; LRBP Elevated, At-Grade & Tunnel Best Practice E; Future HCT Interest Statement (June 2005).*

**Consider construction impacts and risk:**

- Duration of construction
- Impacts to street operation
- Risk factors
- Property impacts (number, types, acres)
- Staging areas (displacements, surrounding land use, number, size)
- Ability to mitigate impacts

*Policy basis: Comp Plan 75.1, 75.8 & 75.35; LRBP Guiding Principle #3; LRBP Construction Impacts & Mitigation Best Practice B.*

**Protect environmentally sensitive areas:**

- Avoid environmentally sensitive areas
- Minimize and mitigate impacts

*Policy basis: Comp Plan TR 75.1 & 75.11; LRBP Land Use Best Practice A.*

**Advance the long-term land use vision (Subarea Guidance):**

***South Bellevue (Segment B)***

- Protect and enhance the character and livability of existing neighborhoods
- Minimize impacts to wetlands and other natural resources
- Provide local access for Bellevue neighborhoods

*Policy basis: Comp Plan TR 75.1, 75.7, 75.9; LRBP Guiding Principle #4; LRBP Land Use Best Practice A; LRBP Elevated, At-Grade & Tunnel Best Practices A, B, C, D, E, F; Regional Mobility Interest Statement (Nov. 2004).*

***Downtown Bellevue (Segment C)***

- Locate stations in proximity (i.e. 10 minute walk) to existing and planned employment concentrations
- Promote superior urban design integration within established urban context
- Avoid, minimize, and mitigate impacts to businesses and residents during construction
- Avoid, minimize, and mitigate impacts to street network operations

*Policy basis: Comp Plan TR 72, 73, 75.1, 75.6, 75.7, 75.8; LRBP Guiding Principle #4; LRBP Land Use Best Practice A; LRBP Elevated, At-Grade & Tunnel Best Practices A, B, C, D, E, F; Regional Mobility Interest Statement (Nov. 2004).*

***Bel-Red (Segment D)***

- Support compact, livable, mixed use neighborhoods
- Provide multi-modal transportation options
- Promote economic & environmental sustainability
- Develop NE 16<sup>th</sup> as multi-modal corridor that includes HCT

*Policy basis: Comp Plan TR 75.1, 75.6, 75.7 & 75.10; LRBP Guiding Principle #4; LRBP Land Use Best Practice A; LRBP Elevated, At-Grade & Tunnel Best Practices A, B, C, D, E, F; Regional Mobility Interest Statement (Nov. 2004).*