

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Extended Study Session

May 23, 2005
6:00 p.m.

Council Conference Room
Bellevue, Washington

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

ABSENT: Deputy Mayor Noble

1. Executive Session

Mayor Marshall opened the meeting at 6:00 p.m. and announced recess to Executive Session for approximately 20 minutes to discuss one item of potential litigation and one item of labor negotiations.

The meeting resumed at 6:20 p.m. with Mrs. Marshall presiding.

2. Oral Communications

- (a) Ted Bell, Transportation Commission Chair, reported on the Commission's recent annual retreat which was also attended by Councilmember Balducci, City Manager Steve Sarkozy, Transportation Director Goran Sparrman, and staff. The Commission recommends a shift in criteria for prioritizing Capital Investment Program (CIP) projects from concurrency to community building and economic/social benefits. The Commission is interested in working closely with the Planning Commission to support emerging needs. Mr. Bell suggested evaluating the effectiveness of Transportation programs on an ongoing basis.
- (b) Jim Horn, Eastside Transportation Association, distributed copies of a letter from ETA to the Washington State Secretary of Transportation opposing the proposal to convert two lanes on I-90 to exclusive transit use between I-405 and I-5. He also distributed copies of an issue paper on the subject by Richard C. Harkness, PhD, Urban Systems Planning. Mr. Horn expressed concern that Sound Transit conducted a study of a major state and regional highway to determine its best use for transit. He said a study should be conducted by WSDOT to fully evaluate the feasibility and implications of the proposal. Mr. Horn encouraged Council to remain open to all options until full information is available.

- (c) Dick Paylor, ETA, noted inconsistencies in the draft Future High Capacity Transit interest statement provided in Council's Regional Issues packet (Page 37). He feels the statement eliminates options for consideration by Council and the public. He noted the Bellevue Council's support of option R8A for I-90 and feels the statement is inconsistent with this alternative. Mr. Paylor feels bus rapid transit (BRT) using HOV lanes can be accomplished more quickly with existing tax revenues and produce better results than a dedicated right-of-way alternative. He asked Council to take several more months to gather information before adopting a HCT interest statement.
- (d) Bruce Nurse, Kemper Development Company, commented on Council's draft interest statement and Sound Transit's position regarding high-capacity transit. He feels Sound Transit's analysis, which was completed in the early 1990s, belittles BRT and inaccurately inflates its costs. Mr. Nurse asked Council to consider cost per rider, population densities in corridors served, and total trips when studying the options.
- (e) Lisa Wagner, Association President for Seasons at Madrona Park Condominiums, expressed concern about detouring traffic onto 139th Avenue SE during Kamber Road construction. She described cut-through traffic exceeding the 35-mph speed limit. Two vehicles have crashed into the complex. Ms. Wagner requested a reduction in the speed limit, increased police patrols and speed enforcement, and the use of electronic speed limit signs.
- (f) Peter Orth, Chair of East King County Sierra Club, asked Bellevue to join the U.S. Mayors Climate Protection Agreement led by Seattle's Mayor Nickels. Issaquah, Kirkland, and Redmond have joined.
- (g) 24-Hour Relay Challenge Proclamation

Helena Stephens, Teen Services Administrator, introduced relay directors for the 7th Annual 24-Hour Relay Challenge to be held June 25-26 in Downtown Park. In addition to the 24-hour relay, entertainment, and activities, new attractions this year include a skate park demonstration and a 20-foot coloring mural. Ms. Stephens thanked Council for its support. Citizens can find more information at www.cityofbellevue.org, www.youthlink.com, and by calling 425-452-2846.

Mayor Marshall read a proclamation recognizing June 25 and 26 as Bellevue's 24-Hour Relay Challenge Days.

3. Study Session

- (a) Council Business and New Initiatives
- ☛ Councilmember Lee moved to appoint Nancy Huenefeld and to reappoint Berta Seltzer to the Human Services Commission for terms beginning June 1, 2005 and expiring May 31, 2009. Mr. Degginger seconded the motion.

- The motion to appoint Nancy Huenefeld and to reappoint Berta Seltzer to the Human Services Commission carried by a vote of 6-0.

Councilmember Degginger described several citizen contacts regarding rodents in neighborhoods, many of which are attracted by residents who put food out for birds or other animals. He requested that staff look into reviewing and updating the City Code to help control rodents. Mayor Marshall suggested an article in *It's Your City* to highlight the issue.

(b) First Quarter 2005 Budget Monitoring Report

Finance Director Jan Hawn provided the first quarter 2005 budget monitoring report. The economy continued to show signs of recovery during the first quarter. Puget Sound employment continues to improve and unemployment was down to 4.8 percent in March 2005. Office vacancy rates continue to decline and growth continues in the retail, service, and construction sectors.

The General Fund's first quarter beginning balance was approximately \$500,000 lower than anticipated, in part due to the timing of the 2004 receipts for dispatch center revenues, which were received in 2005. Business and Occupation (B&O) tax collections were higher than expected and, with the dispatch center revenues, helped to fully offset the initial fund shortfall. Sales tax collections met the target of an 11-percent increase over the prior period. Overall expenditures are in line with the budget. Telephone utility tax revenues continue to decline due to a shift in technology usage.

Turning to the Capital Investment Program (CIP) budget, Ms. Hawn said CIP resources are expected to be \$1.4 million (3 percent) over budget due to higher-than-anticipated real estate excise tax collections. Two major park projects are in progress south of I-90. Lewis Creek Park will be completed this summer and the South Bellevue Community Center is expected to be completed by the end of the year. The Cougar Mountain Way project was completed during the first quarter.

Utility funds began the year with a fund balance \$2.5 million (16 percent) higher than anticipated, primarily due to a refund from Seattle and a delay in implementing the utilities customer information system. Utility revenues and expenditures are expected to be balanced at the end of the year.

Ms. Hawn said continued economic recovery is anticipated through 2005. Departmental and health benefit expenditures are in line with the budget.

Dr. Davidson suggested minimizing borrowing within the CIP budget.

Responding to Mr. Degginger, Ms. Hawn said information regarding the telephone utility tax audit will be available later in the year.

Mr. Lee noted the 13-percent decline in telephone utility tax collections and requested more information and analysis in future reports.

(c) Management Brief – Update on Abandoned Shopping Carts

City Manager Steve Sarkozy explained that the issue of abandoned shopping carts has been brought to Council's attention by residents and Councilmember Balducci.

Legal Planner Kate Berens said staff is working with store owners to assist in recovering shopping carts and to monitor sites where carts are routinely abandoned. Staff will address the feasibility of and need for related code amendments in the fall.

Councilmember Balducci thanked staff for following up on this issue.

Mayor Marshall suggested encouraging stores to sell small, collapsible carts capable of carrying 6 to 8 bags of groceries.

(d) Management Brief – Staff Response regarding Permitting Requirements for Tree Removal

Planning and Community Development Director Matt Terry noted the management brief on page 3-11 of the Council packet in response to a citizen's comments regarding a recent administrative change in tree removal permitting requirements. He clarified that the Clearing and Grading Code does not regulate tree removal but it addresses erosion that may result from tree removal. The Clearing and Grading Code requires a permit for disturbance that results from tree removal but it does not describe how that is calculated. Staff determined that the three-tree limit which has been used for years almost never results in erosion. However, it costs homeowners approximately \$200 for every permit issued. Staff now use an estimate of 50 square feet of disturbance for each significant tree removed. The change in administration is anticipated to eliminate approximately 50 unnecessary permits per year.

Mr. Terry said the change is consistent with the overall Development Services Improvement (DSI) initiative to review and streamline permitting practices. The City regulates tree removal through the subdivision process and a tree retention requirement. After lots are developed, tree removal is not regulated beyond the initial tree retention requirement.

Mr. Terry recalled a discussion approximately one year ago regarding tree removal practices and Council's willingness to consider tree policies on a neighborhood basis. The Bridle Trails community has been working with City staff to develop more stringent tree protection practices. The Planning Commission will begin discussing the Bridle Trails proposal during its May 25 meeting.

Responding to Councilmember Balducci, Mr. Terry said the change in interpretation of the Clearing and Grading Code will be communicated to the public through permit center brochures and on the City's web site.

Responding to Dr. Davidson, Mr. Terry said 94 permits for individual single-family lots were issued in 2004. So far in 2005, 32 permits have been issued.

(e) Olympic Pipe Line Company Franchise Agreement

David Kerr, Franchise Manager, said staff has been working on the Olympic Pipe Line Company franchise renewal since December 2002. During this time, Olympic Pipe Line Company was involved in a lawsuit with Seattle and Federal Way and ultimately declared bankruptcy.

Mr. Kerr explained that the current franchise fee is based on lineal feet of pipeline in the right-of-way. It became apparent during franchise negotiations that this calculation method is likely indefensible and that the franchise fee should be tied directly to administrative costs. The current franchise fee is approximately \$80,000 annually. The proposed franchise fee is \$22,500 annually. This recovers direct franchise administration costs and was negotiated in conjunction with settlement of the City's claims regarding Kamber Road in the Olympic bankruptcy proceedings.

Under the existing franchise agreement, minimum insurance coverage of \$1 million is required. The proposed franchise agreement requires \$100 million in general liability coverage and \$50 million in pollution liability coverage. Olympic and the City have negotiated an information sharing agreement to address Olympic's concerns that company information provided to the City becomes publicly available. Under the agreement, Olympic will provide information to the City via a secured web site. This will allow City staff to have access to necessary information but the documents will not be provided to the City and will not be subject to public disclosure. Mr. Kerr said Olympic has provided a letter committing to the installation of pipeline valves within Bellevue.

If directed by Council, staff will present the franchise and information sharing agreement for final action on June 6. Olympic will then have 30 days to accept the franchise agreement. If accepted, the agreement becomes effective retroactively from March 26, 2005.

Responding to Dr. Davidson, Mr. Kerr said Olympic is reorganizing and obtaining financing to come out of bankruptcy. The Kamber Road settlement must be approved by the creditors committee and bankruptcy court.

Noting the unstable soil conditions in Richards Valley, Dr. Davidson inquired about any plans to reroute the 20-inch pipeline. Mr. Kerr said the soils have been stabilized and rerouting has not been discussed since stabilization was achieved.

Responding to Mr. Degginger, Mr. Kerr said he will provide information on Olympic's insurance deductibles to Council.

(f) Lease of Jail Property for Construction Staging – Overlake Hospital Medical Center

Resolution No. 7186 authorizing execution of a Lease Agreement with GLY Construction, Inc., for use of the Jail Property held in trust by the City of Bellevue on behalf of King County cities, located at 116th Avenue NE just north of NE 12th Street, to accommodate construction staging associated with expansion of Overlake Hospital Medical Center.

City Manager Steve Sarkozy described property at 116th Avenue NE, north of NE 12th Street, owned by several cities and held in trust by the City of Bellevue. Staff proposes a lease agreement to allow use of the site as a construction staging area for the Overlake Hospital Medical Center expansion project.

Diane Carlson, Director of Intergovernmental Affairs, explained that the property was transferred to the group of cities to secure future jail capacity. It is anticipated that lease proceeds will be used to fund a future study and plan jail facilities. The lease term is two years with the option for a six-month extension. The agreement allows the property to be sold before the lease expires and the lease would transfer to the new owner.

- Mr. Degginger moved to approve Resolution No. 7186, and Ms. Balducci seconded the motion.
- The motion to approve Resolution No. 7186 carried by a vote of 6-0.

(g) Regional Issues

Cascade Water Alliance Transmission and Supply Plan

Brad Miyake, Utilities Director, welcomed Michael Gagliardo (Cascade Water Alliance) and Bob King (HDR Inc.). HDR is responsible for drafting and developing the Cascade Water Alliance transmission and supply plan. Mr. Miyake noted the pipeline design and routing alternatives item which will be presented for Council action in late June or early July.

The transmission and supply plan is required by state law and ensures the periodic evaluation of a water system plan. Cascade can issue debt once the water system plan is in place. The draft plan has been submitted to the State Department of Health and to King County. Upon completion of their review, the Cascade Board will take action on the plan in late summer or early fall.

Mr. King reviewed projected water demand and supply through 2049 as well as the financial forecast. Cascade's water is provided through groundwater supplies of five member cities and a declining block contract with Seattle Public Utilities. Cascade's 50-year water supply will expand through an agreement with Tacoma Public Utilities (Tacoma Second Supply Partnership) and implementation of the Lake Tapps reservoir water supply (approximately 2024).

Mr. King referred to a map of regional supplies in central Puget Sound. Bellevue's water currently comes from Seattle's system, which comes from the Tolt and Cedar Rivers. He noted Tacoma's original system and the nearly completed second supply line. There is currently no

connection between the Tacoma and Seattle systems. However, Cascade will supply initial connections to move the water north in three groupings: 1) Transfer water from Tacoma Public Utilities to either a wheeling site in North Tacoma or to Cascade's utilities near Lake Sammamish, 2) Bellevue/Kirkland/Redmond pipeline, Bellevue-Issaquah pipeline, and a new reservoir, and 3) Transfer Lake Tapps water into Cascade's system (includes water treatment plant and south segment of pipeline).

Mr. Gagliardo acknowledged that this is an ambitious plan, which Cascade is implementing through multiple projects. Cascade borrowed funds from Sammamish Plateau Water Sewer District last year to purchase the Bellevue-Issaquah pipeline, and this loan is payable at the end of this year. Additional items to be covered through initial debt (\$25-50 million) in 2005 include Lake Tapps acquisition and maintenance, Tacoma water purchase connection charges, and the central segment pipeline design. Mr. Gagliardo reviewed projected future debt issuance through 2030.

Mr. Miyake said staff will return to Council in June or July to discuss pipeline and routing alternatives and the Tacoma water agreement. Staff will also return to Council if there are any major changes to the final Transmission and Supply Plan. Mr. Miyake offered to provide a tour of Lake Tapps for Councilmembers.

Dr. Davidson noted the Eastside pipeline was paid for by Eastside water purveyors. He expressed concern that Seattle is not currently offering a reasonable price to wheel the water and encouraged discussions with Seattle.

Responding to Councilmember Lee, Mr. Gagliardo said Cascade's interlocal agreement includes default provisions.

Mr. Degginger expressed support for this exciting regional endeavor.

Mayor Marshall thanked staff for the presentation.

Watershed Planning

Damon Diessner, Assistant Utilities Director, opened a briefing on watershed planning and the Endangered Species Act. The regional salmon recovery effort focuses first on habitat conservation at the local level as the basis for federal regulation.

Kit Paulsen, Stream Scientist, explained that plans from 14 Puget Sound watersheds will be combined into a final federal salmon recovery plan by July. Negotiations with federal agencies will take place through the summer. The federal environmental and public review is scheduled for late summer/fall. Adoption of a draft federal Puget Sound Plan is anticipated by the end of the year and will be finalized in June 2006.

Four key issues for Council direction include staffing, the interlocal agreement, ratification commitments, and funding commitments. The first question is whether watershed staffing should be reduced from 4.5 to 3.5 full-time positions. Fewer committees and meetings indicate a

reduced staffing demand. Staff recommends approval of the reduced staffing. A second question is whether shared staffing or decision making across watersheds should be endorsed. Staff recommends further analysis of this issue before making a decision. Council indicated support for staff's recommendations.

Ms. Paulsen requested Council direction regarding extension of the existing interlocal agreement vs. implementation of a new agreement. Staff recommends extending the current interlocal agreement to maintain stability and to allow for modifications after negotiations with federal agencies. Mayor Marshall noted Council support for this recommendation.

Ratification of the plan currently requires nine jurisdictions representing 70 percent of the total population. Local commitments may be negotiated as part of the Shared Strategy approach. Ms. Paulsen clarified that ratification does not mean a jurisdiction agrees to all language in the plan. An issue regarding ratification is whether Bellevue should support a general rather than specific commitment level. Staff recommends continued support at a general level because it enables a jurisdiction to show its commitment yet allows for change after federal agency negotiations.

In terms of the funding strategy, Ms. Paulsen said staff recommends maintaining current local watershed funding levels. Plan language on funding is unclear and staff advocates seeking state and federal funding options first. Mayor Marshall noted Council concurrence with both the ratification and funding strategy items.

Staff is scheduled to return to Council on June 20 for a decision on ratification of the local Watershed Plan. If ratified, watershed plans will be combined into a Puget Sound Salmon Recovery Plan which will be submitted to federal and state agencies in July.

Staff responded to brief questions of clarification.

Mayor Marshall thanked Councilmember Davidson for his work on this issue.

Homeland Security Update

Charlie Bush, Management Analyst, opened the annual Homeland Security update. He recalled that Council adopted a Homeland Security Regional Governance Interest Statement in May 2004. This was in response to the City of Seattle's proposal to create an elected official oversight committee to oversee the allocation of Homeland Security grant funds. While Seattle's proposal was not successful, the interest statement has been helpful to staff in guiding decisions on regional committees.

Mr. Bush noted technical corrections and historical updates to the interest statement, provided in Council's desk packet, and requested Council concurrence with the revised version.

Bellevue staff serve on 11 regional and state committees dealing with Homeland Security issues. Since September 11, 2001, Bellevue has received \$2.57 million in the form of nine pass-through grants, three equipment grants, and one nationally competitive grant for local, sub-regional, and regional projects. One equipment grant in the amount of \$185,000 funded a bomb squad

response vehicle, which serves Bellevue and four other Eastside communities. The bomb squad responds to an average of three calls per month, and the vehicle was delivered in March 2005. A bomb squad robot will be delivered this summer.

Barb Graff, Emergency Preparedness Manager, described a terrorism field exercise held on October 6, 2004, funded by a \$30,000 grant provided to cover overtime and backfill charges for specific employees. The exercise tested Bellevue's use of the incident command system. A planning grant funds the Zone 1 Planner serving 22 cities in Zone 1. Bellevue is the largest city in Zone 1 and the current planner is a consultant named Mike Ryan. The planner is creating contact lists, conducting training, updating protocols, and facilitating exercises. Mr. Ryan has been working under the City of Bellevue's direction, and Bellevue chairs a steering committee that oversees his work. Next year Issaquah will assume this coordination and oversight role.

Ms. Graff recalled that the Region 6 Homeland Security Strategic Plan was adopted in December 2004 following a two-day workshop with a wide array of stakeholders. Decisions are now being made based on the Strategic Plan. A workshop to update the plan is scheduled for July 11, 2005.

Mayor Marshall requested Council direction on the updated interest statement provided in the desk packet. Council approved of the revised statement and agreed to delete all references to the Law Enforcement Terrorism Prevention Program (LETPP).

Commendation of Barb Graff's Service to the City

Mayor Marshall read a commendation of Barb Graff's years of service to the City since 1984, when she joined the City Manager's Office as an Administrative Clerk 2. She became the Fire Department's first Emergency Preparedness Education Coordinator in 1991 and two years later was promoted to Emergency Preparedness Manager. Ms. Graff built Bellevue's Emergency Preparedness program into one of the best in the country and is now joining the City of Seattle to serve as Emergency Management Director.

Ms. Graff expressed her joy in working for the City and praised the strong support from City Council and the City Manager's Office.

Councilmember Lee commended Ms. Graff's involvement with the community and work with citizen groups over the years.

Responding to Mr. Lee, Mr. Sarkozy said grant funds were necessary to replace the bomb squad vehicle because replacement funds had never been allocated.

HCT Interest Statement

Mr. Carlson noted the revised Future High Capacity Transit Interest Statement provided in the Regional Issues packet.

Referring to public comments about Sound Transit's position on high capacity transit and light rail, Mayor Marshall suggested more public education is needed to explain HCT and light rail.

Regarding the statement that the cost of BRT (bus rapid transit) was overstated by Sound Transit, Mrs. Marshall said the Sound Transit Board understood this and recently revised its analysis and estimates. She noted that preparing draft reports and engaging in a dialogue with the community is part of the normal process of public transportation planning.

Dr. Davidson noted Richard Harkness' editorial in this morning's Seattle Times questioning the feasibility and expense of light rail. Dr. Davidson said public meetings on Sound Transit's plan are just beginning. He suggested that Council listen to the public debate and remain open-minded regarding the options.

Ms. Carlson noted the interest statement is a draft and Council action is scheduled for June 13 following the public comment period. She recalled that the HCT Interest Statement is a component of the Regional Mobility Interest Statement adopted last year by Council which also addresses highway capacity, local roadway capacity, and bus service. Pages 2 and 3 of the draft interest statement have been added since adoption of Page 1 last year. Sound Transit has published its draft plan and will hold public meetings over the next two weeks. Adoption of a final long-range plan by Sound Transit is scheduled for June 23.

Transportation Director Goran Sparrman said the City's update of the Downtown Implementation Plan in the past few years was intended to address transportation demands through 2020. He referred to page 38 of the Regional Issues packet and briefly reviewed general principles regarding Eastside HCT from the draft HCT interest statement. Mr. Sparrman said the proposal for bus rapid transit (BRT) on a new busway on I-90 does not meet Bellevue's guiding principles. The fixed guideway monorail also does not meet all guiding principles. The draft interest statement reflects staff's determination of the most feasible alternatives. It does not recommend a specific alignment or technology but it narrows the range of options to light rail and rail-convertible BRT.

Responding to Mr. Degginger, Mr. Sparrman said Eastside light rail would connect to Seattle's bus tunnels, which will soon be converted to light rail. If BRT is implemented on the Eastside, buses would not use the tunnels. Buses would either run on surface streets or a transfer facility would connect to the light rail system.

Responding to Mr. Chelminiak, Mr. Sparrman said in the case of HOV BRT, buses from downtown Bellevue would access I-405 via the NE 6th Street HOV ramps and then connect to I-90. In further response, Mr. Sparrman said the R8A alternative for I-90 adds one lane in each direction for dedicated BRT. This results in a slight degradation of general purpose capacity for peak-direction traffic but an improvement in GP capacity for non-peak-direction traffic. Mr. Sparrman said any solution that adds more buses to Bellevue's surface streets will create a challenge.

Mr. Lee complimented staff on their analysis and presentation. However, he feels additional technologies should be considered.

Mr. Sparrman commented that Sound Transit completed a thorough analysis of a monorail option but concluded it did not make sense for the I-90 corridor. The Puget Sound Regional

Council peer review group researched a wide array of technologies, most of which did not survive the screening process.

Mr. Lee feels light rail is not a good option and suggested interim HCT in the form of BRT. He encouraged consideration of personal rapid transit using automated vehicles and noted the constraints associated with light rail.

Ms. Balducci questioned what Sound Transit will do with recommendations from cities regarding preferred travel modes. Mr. Sparrman said Sound Transit will ultimately conduct a project level analysis and prepare an environmental impact statement (EIS). In further response, Mr. Sparrman opined that this community favors light rail over BRT.

Responding to Dr. Davidson, Mr. Sparrman confirmed that HOV vehicles other than BRT buses would not be allowed to use the BRT-dedicated lanes planned for I-90. Dr. Davidson noted that light rail does not travel uphill very well and would require numerous tunnels in this region. He suggested consideration of elevated systems, which are used worldwide. Mr. Sparrman said some are interested in the analysis of elevated light rail along Bellevue Way due to the restricted right-of-way.

Responding to Mr. Chelminiak, Mr. Sparrman said BRT ranges from buses in dedicated lanes to buses along a guideway. BRT involves rubber-tired vehicles, which is what sets it apart from light rail.

Referring to comments during Oral Communications, Mayor Marshall noted that HCT has been the subject of public discussion for at least the past seven years. She noted that Sound Transit originally evaluated nearly a dozen different technologies which were narrowed to four and eventually to two options. One thing to consider is that BRT begins and ends on surface streets, requiring layover zones for buses which are difficult to provide. Mrs. Marshall said it is important to maintain general purpose capacity on Bellevue's downtown streets. She feels the interest statement does not commit the Council to any particular solution. Text added as page 2 of the statement provides a renewed focus on I-90. Mayor Marshall noted a memo in the desk packet summarizing Council's ideas and feedback. Council's comments essentially support continued consideration of all options at this point.

Referring to the memo in the desk packet, Ms. Balducci disagreed with the suggestion to eliminate a HCT station at the South Bellevue Park and Ride.

Mr. Lee concurred with Mrs. Marshall's statement to keep the interest statement inclusive of all possible alternatives.

Mayor Marshall suggested reviewing the items in the desk packet memo. Council concurred with Item 1 regarding a seamless ride. Council disagreed with Item 2's suggestion to eliminate a station at the South Bellevue Park and Ride. Council agreed with Item 3 regarding the preservation of general purpose capacity. There was Council concurrence that the location of and access to HCT stations (Items 4 and 6) and the location of neighborhood bus connections (Item 5) should be considered later following public input.

Mr. Chelminiak explained that he suggested Items 7 and 8 (provide at least two downtown HCT stations, 10-minute walk to stations in downtown core) in order to ensure convenient access for Old Bellevue, central downtown, and the Overlake Hospital area. Mayor Marshall supports two downtown stations and feels other language in the interest statement addresses this concern. Council concurred.

Dr. Davidson cautioned that HCT/light rail along Bellevue Way will be costly. He feels alternative alignments should be considered.

Mayor Marshall thanked staff for the presentation.

At 9:48 p.m., Mayor Marshall declared the meeting adjourned.

Myrna L. Basich
City Clerk

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