
CITY OF KIRKLAND

CITY COUNCIL



Amy Walen, Mayor • Penny Sweet, Deputy Mayor • Jay Arnold • Dave Asher
Shelley Kloba • Doreen Marchione • Toby Nixon • Kurt Triplett, City Manager

Vision Statement

*Kirkland is an attractive, vibrant and inviting place to live, work and visit.
Our lakefront community is a destination for residents, employees and visitors.
Kirkland is a community with a small-town feel, retaining its sense of history,
while adjusting gracefully to changes in the twenty-first century.*

123 Fifth Avenue • Kirkland, Washington 98033-6189 • 425.587.3000 • TTY Relay Service 711 • www.kirklandwa.gov

AGENDA

KIRKLAND and BELLEVUE CITY COUNCILS SPECIAL JOINT MEETING

Monday, May 11, 2015
6:00 p.m. - 8:00 p.m.
Council Conference Room (1E-113)
Bellevue City Hall - 450 110th Avenue N. E.
Bellevue, WA

COUNCIL AGENDA materials are available on the City of Kirkland website www.kirklandwa.gov. Information regarding specific agenda topics may also be obtained from the City Clerk's Office on the Friday preceding the Council meeting. You are encouraged to call the City Clerk's Office (425-587-3190) or the City Manager's Office (425-587-3001) if you have any questions concerning City Council meetings, City services, or other municipal matters.

1. Call to Order
2. Opening and Introductions, Mayors Balducci and Walen
3. Joint Meeting Overview
4. Topics of Mutual Interest and Cooperation
 - a. Regional Transportation Planning
 - b. Cross Kirkland Corridor and Eastside Rail Corridor
 - c. Men's and Women's Shelter Sites
 - d. Solid Waste Transfer Station
 - e. Aquatic and Recreation Center and Metropolitan Park District
 - f. Other Opportunities to Partner, Mayors Balducci and Walen
 - g. Next Steps and Wrap Up
5. Adjournment

PLEASE CALL 48 HOURS IN ADVANCE (425-587-3190) if you require this content in an alternate format or if you need a sign language interpreter in attendance at this meeting.

Joint Meeting Overview

Kirkland City Council Goals and
2015-2016 Work Program

Bellevue 2014-2015 Priorities and Accomplishments



CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Marilynne Beard, Deputy City Manager
Date: May 5, 2015
Subject: BELLEVUE/KIRKLAND JOINT CITY COUNCIL MEETING MATERIALS

The Kirkland City Council prepares a biennial work plan that reflects the City Council's adopted goals and priorities established in the adopted budget. Several of the work plan items directly relate to the agenda items identified for the joint Bellevue/Kirkland City Council meeting:

- Continue the implementation of the Cross Kirkland Corridor Master Plan to further the goals of Balanced Transportation, Parks and Recreation, Economic Development and Neighborhoods.
- Provide the electorate of Kirkland the opportunity to vote on a ballot measure in 2015 or 2016 to fund an Aquatics, Recreation, and Community Center to replace the Juanita Aquatic Center to further the goals of Parks and Recreation and Economic Development.
- Actively engage the Sound Transit Board to ensure that any Sound Transit ballot measure connects the Totem Lake Urban Center to the region with High Capacity Transit to further the goals of Balanced Transportation and Economic Development.
- Partner with A Regional Coalition for Housing and non-profit organizations to site a permanent Eastside women's shelter in Kirkland to further the goals of Housing and Human Services.
- Complete the Comprehensive Plan Update and the Transportation Master Plan to further all ten Council goals.

A copy of the adopted 2015-2016 work plan and Council goals are attached for reference.



CITY OF KIRKLAND

CITY COUNCIL GOALS

The purpose of the City Council Goals is to articulate key policy and service priorities for Kirkland. Council goals guide the allocation of resources through the budget and capital improvement program to assure that organizational work plans and projects are developed that incrementally move the community towards the stated goals. Council goals are long term in nature. The City's ability to make progress towards their achievement is based on the availability of resources at any given time. Implicit in the allocation of resources is the need to balance levels of taxation and community impacts with service demands and the achievement of goals.

In addition to the Council goal statements, there are operational values that guide how the City organization works toward goal achievement:

- **Regional Partnerships** – Kirkland encourages and participates in regional approaches to service delivery to the extent that a regional model produces efficiencies and cost savings, improves customer service and furthers Kirkland's interests beyond our boundaries.
- **Efficiency** – Kirkland is committed to providing public services in the most efficient manner possible and maximizing the public's return on their investment. We believe that a culture of continuous improvement is fundamental to our responsibility as good stewards of public funds.
- **Accountability** – The City of Kirkland is accountable to the community for the achievement of goals. To that end, meaningful performance measures will be developed for each goal area to track our progress toward the stated goals. Performance measures will be both quantitative and qualitative with a focus on outcomes. The City will continue to conduct a statistically valid citizen survey every two years to gather qualitative data about the citizen's level of satisfaction. An annual Performance Measure Report will be prepared for the public to report on our progress.
- **Community** – The City of Kirkland is one community composed of multiple neighborhoods. Achievement of Council goals will be respectful of neighborhood identity while supporting the needs and values of the community as a whole.

The City Council Goals are dynamic. They should be reviewed on an annual basis and updated or amended as needed to reflect citizen input as well as changes in the external environment and community demographics.

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NEIGHBORHOODS

The citizens of Kirkland experience a high quality of life in their neighborhoods.

Council Goal: Achieve active neighborhood participation and a high degree of satisfaction with neighborhood character, services and infrastructure.

PUBLIC SAFETY

Ensure that all those who live, work and play in Kirkland are safe.

Council Goal: Provide for public safety through a community-based approach that focuses on prevention of problems and a timely response.

HUMAN SERVICES

Kirkland is a diverse and inclusive community that respects and welcomes everyone and is concerned for the welfare of all.

Council Goal: To support a regional coordinated system of human services designed to meet the basic needs of our community and remove barriers to opportunity.

BALANCED TRANSPORTATION

Kirkland values an integrated multi-modal system of transportation choices.

Council Goal: To reduce reliance on single occupancy vehicles and improve connectivity and multi-modal mobility in Kirkland in ways that maintain and enhance travel times, safety, health and transportation choices.

PARKS, OPEN SPACES AND RECREATIONAL SERVICES

Kirkland values an exceptional park, natural areas and recreation system that provides a wide variety of opportunities aimed at promoting the community's health and enjoyment.

Council Goal: To provide and maintain natural areas and recreational facilities and opportunities that enhance the health and well being of the community.

HOUSING

The City's housing stock meets the needs of a diverse community by providing a wide range of types, styles, sizes and affordability.

Council Goal: To ensure the construction and preservation of housing stock that meet a diverse range of incomes and needs.

FINANCIAL STABILITY

Citizens of Kirkland enjoy high-quality services that meet the community's priorities.

Council Goal: Provide a sustainable level of core services that are funded from predictable revenue.

ENVIRONMENT

We are committed to the protection of the natural environment through an integrated natural resource management system.

Council Goal: To protect and enhance our natural environment for current residents and future generations.

ECONOMIC DEVELOPMENT

Kirkland has a diverse, business-friendly economy that supports the community's needs.

Council Goal: To attract, retain and grow a diverse and stable economic base that supports city revenues, needed goods and services and jobs for residents.

DEPENDABLE INFRASTRUCTURE

Kirkland has a well-maintained and sustainable infrastructure that meets the functional needs of the community.

Council Goal: To maintain levels of service commensurate with growing community requirements at optimum life-cycle costs.

2015-2016 City Work Program

Adopted by the City Council on March 17, 2015

Continue the implementation of the Cross Kirkland Corridor Master Plan to further the goals of Balanced Transportation, Parks and Recreation, Economic Development and Neighborhoods

Complete the Comprehensive Plan Update and the Transportation Master Plan to further all ten Council goals

Complete a comprehensive update of the Capital Improvement Program to incorporate the projects identified in the Kirkland 2035 master plans and Comprehensive Plan to further the goals of Public Safety, Neighborhoods, Balanced Transportation, Parks and Recreation, Housing, Economic Development and Dependable Infrastructure

Invest Fire District #41 funds and City revenues to improve fire and emergency medical services to Finn Hill, Juanita and Kingsgate, site new north end fire stations and/or improve existing stations and operations to further the goal of Public Safety

Continue annexation related facility investments by renovating City Hall with a focus on enhancing customer service and identifying options to **expand Maintenance Center capacity for both Parks and Public Works** to serve the larger City to further the goals of Neighborhoods, Economic Development, Parks and Recreation and Dependable Infrastructure

Implement the capital, financial, legislative and organizational actions necessary to facilitate the redevelopment of Parkplace and Totem Lake Mall to further the goals of Economic Development and Financial Stability

Provide the electorate of Kirkland the opportunity to vote on a ballot measure in 2015 or 2016 to fund an Aquatics, Recreation, and Community Center to replace the Juanita Aquatic Center to further the goals of Parks and Recreation and Economic Development

Actively engage the Sound Transit Board to ensure that any Sound Transit ballot measure connects the Totem Lake Urban Center to the region with High Capacity Transit to further the goals of Balanced Transportation and Economic Development.

Convert all employees of the City to an email archiving system to improve City responsiveness and transparency to the public, while also reducing the cost and complexity of storing email data to further the operational values of Efficiency and Accountability

Partner with A Regional Coalition for Housing and non-profit organizations to site a permanent Eastside women's shelter in Kirkland to further the goals of Housing and Human Services.

Implement the Healthy Kirkland Plan, the consumer-driven healthcare initiative, including establishing an employee clinic as part of the effort to achieve sustainability of benefits to further the goal of Financial Stability



MEMORANDUM

Date: May 11, 2015

To: Mayor Walen and Kirkland City Councilmembers
Mayor Balducci and Bellevue City Councilmembers

From: Brad Miyake, City Manager
Myrna Basich, Assistant City Manager/City Clerk

Subject: Overview of Bellevue City Council Priorities, Accomplishments, and Key Projects

The Bellevue City Council, in May 2014, adopted a Council Vision for the community, a related series of strategic target areas, and two-year Council priorities based on the body of work developed at its annual Retreat. Several of the strategic target areas and priorities directly or indirectly relate to the agenda items identified for this joint meeting with the Kirkland City Council, including:

- Transportation and Mobility - including working to secure funding to complete the next phase of I-405 and SR 520 together with other regional transportation planning efforts
- Regional Leadership and Influence - working with other jurisdictions on regional advocacy and collaboration
- Achieving Human Potential - securing an Eastside solution for permanent winter sheltering.

Others, such as development of the segment of the Eastside Rail Corridor in Bellevue along the lines of what Kirkland has achieved with your Cross Kirkland Corridor and/or consideration of developing an aquatics center could fall under Council's Great Places Where You Want to Be strategic target area.

We have attached the updated list of Bellevue City Council two-year priorities and recent 2014-2015 Highlighted Accomplishments/2015-2016 Key Projects as reference materials.

BELLEVUE CITY COUNCIL 2-YEAR PRIORITIES FOR 2014-2015

Updated 02/13/15

Economic Development

1	<p>Complete the economic development plan and begin implementing the plan (with appropriate and adequate resources) <i>Status: Developed ED Plan and are beginning implementation; hired ED Director. Provide update on ED Plan at the end of 2015 to ensure elements are on target; enhance communication with Council regarding ED; recognize dynamic nature of ED</i></p>
2	<p>Develop an educational institution such as an R&D Center for local and international talents and businesses <i>Status: Continue</i></p>

Transportation and Mobility

3	<p>Establish a transportation capital plan for future growth and mobility of the City and determine long term capital funding mechanisms to support the plan; at a minimum, the plan should speed the completion of transportation projects that are complementary to light rail construction by Sound Transit in Bellevue through 2024. <i>Status: Continue evaluating long term capital funding mechanisms</i></p>
4	<p>Secure funding for the next phase of I-405 and completion of SR 520 <i>Status: Continue</i></p>
5	<p>Complete the Downtown Transportation Plan and begin implementing it <i>Status: Plan is complete and implementation is beginning; may need to revisit after Downtown land use planning is complete (Downtown Livability)</i></p>
6	<p>Permit light rail, to include mitigation; reach closure on the MOU as agreed in the collaborative design process and in an economically viable manner <i>Status: Continue, with a heavy focus on mitigation during 2015</i></p>

High Quality Built and Natural Environment

7	<p>Develop an affordable housing plan for the needs of our diverse population <i>Status: This is a new goal to replace previous goal; ensure that the Council has clarity about what this priority entails before proceeding; note that this is a regional issue; begin with Council principles</i></p>
8	<p>Construct Phase One of Meydenbauer Bay Park and complete the Downtown Park circle and gateway by year end 2018 <i>Status: Continue; funds appropriated, implementation in progress</i></p>

9	Develop the Smart City strategy to include high speed data options to support business and residents and determine implementation steps Status: Continue
10	Complete the Downtown Livability Initiative study and identify items for early action Status: Continue; study completed with decision pending

Bellevue: Great Places Where You Want To Be

11	Collaborate with regional partners to reach a determination regarding a performing arts center in Bellevue Status: Continue
12	Create a civic center plan integrating City Hall, the Metro property, Convention Center expansion, and the Transit Center <ul style="list-style-type: none"> • Pedestrian Corridor • Special Opportunity District Status: Continue
13	Establish the vision for a grand connection from Meydenbauer Bay Park to the Wilburton Special Opportunity District Status: Continue
14	Update the master plan for Ashwood Park Status: Continue; identify a step for 2015

Regional Leadership and Influence

15	Develop a strategic plan for regional advocacy and collaboration with other jurisdictions, especially Eastside cities Status: Continue; City Manager will propose a process/approach for this
16	Develop a plan for securing greater levels of grant funding, including for regional projects Status: Continue

Achieving Human Potential

17	Explore options for expanding higher education options in Bellevue (grades 13 to 20) Status: Continue
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18	Re-create a neighborhood program that supports neighborhood leadership, engagement, and community-directed investment Status: Complete
19	Complete the Diversity Initiative to include a plan to increase community connections and outreach Status: Completed the plan; continue with implementation
20	Get update on implementation of Eastside Pathways and determine the best way for the City to continue to support their goal Status: Continue
21	Work toward an Eastside solution for permanent winter shelter Status: Continue

High Performance Government

22	Evaluate how we can better provide hearing accessibility within the public meeting areas in the City Status: Continue
23	Develop and implement strategies for Council engagement with the community Status: Continue
24	Identify and implement technologies that improve customer service Status: Continue
25	Through the budget process, ensure that the City's budget outcome goals are reached <ul style="list-style-type: none"> • Evaluate public safety standards as part of the budget process • Staff should be focused on how the organization operates in a high performing way Status: Complete

HIGHLIGHTED ACCOMPLISHMENTS



Economic Development

- ✓ Adopted and began implementing Economic Development Plan
- ✓ Created new position and hired Economic Development Director
- ✓ Held Tech Hive entrepreneurial event
- ✓ Launched business incubator program in Lincoln Center North building
- ✓ Issued debt to fund Meydenbauer Center capital improvements



Transportation and Mobility

- ✓ Renegotiated Sound Transit MOU
- ✓ Implemented strategy to acquire funding for I-405 expansion
- ✓ Adopted Transit Master Plan
- ✓ Expanded electric vehicle charging network
- ✓ Funded \$317 million in transportation projects and programs



High-Quality Built and Natural Environment

- ✓ Completed Bellevue Botanical Garden Visitor Center and new Bellevue Youth Theatre
- ✓ Completed Coal Creek Parkway bridge/culvert project
- ✓ Partnered with Boys & Girls Club to complete Hidden Valley gym and park improvements
- ✓ Completed Bridle Trails Corner Park



Great Places Where You Want to Be

- ✓ Acquired King County property next to City Hall
- ✓ Allocated \$1 million each for Grand Connection vision and Eastside Rail Corridor trail connection
- ✓ Completed analysis for potential performing arts center



Regional Leadership and Influence

- ✓ Received more than \$14 million in grants for transportation projects
- ✓ Discussed with Eastside cities, including a joint Redmond and Bellevue Council meeting, issues of mutual benefit



Achieving Human Potential

- ✓ Funded a revamped Neighborhood Enhancement Program
- ✓ Adopted Diversity Initiative
- ✓ Worked collaboratively with Sound Transit to site temporary winter shelter
- ✓ Added affordable housing element to East Link plan



High-Performance Government

- ✓ Maintained city's AAA bond rating
- ✓ Approved fire facilities master plan
- ✓ Retained national accreditation for multiple departments

2015-16 KEY PROJECTS



Economic Development

- Develop business retention and outreach plan
- Implement initiative to support startup culture
- Begin developing tourism master plan
- Complete economic development web pages and public materials



Transportation and Mobility

- Continue efforts to secure statewide transportation package
- Complete Northeast Fourth Street extension and 120th Avenue improvements
- Begin design of Bellevue Way Southeast HOV lane
- Implement downtown intersection and pedestrian corridor improvements
- Permit light rail and begin construction



High-Quality Built and Natural Environment

- Adopt Comprehensive Plan update, including revamped housing policies
- Complete design and permitting for Meydenbauer Bay Park
- Complete Downtown Park Circle
- Adopt housing strategic plan



Great Places Where You Want to Be

- Decide on city's investment in a performing arts center
- Begin developing vision for Wilburton special opportunity area and Grand Connection
- Update Ashwood Park master plan



Regional Leadership and Influence

- Develop interim trail on Eastside Rail Corridor in partnership with Sound Transit and King County
- Determine grant strategy
- Build closer relationships with Eastside cities and major institutions, including economic development strategies



Achieving Human Potential

- Reinstate Neighborhood Enhancement Program
- Work with regional partners on permanent winter shelter for homeless
- Launch multiple initiatives outlined in Diversity Plan



High-Performance Government

- Develop long-range financial investment plan
- Move forward with high-priority fire facility projects
- Move Bellevue District Court and Probation to Bellefield Office Park
- Provide hearing accessibility improvements
- Complete website redesign and other customer service projects

Regional Transportation Planning

Bellevue update on I-405 and SR 520 continued
collaboration

Bellevue update on Sound Transit 3 long-range Plan

Bellevue update on Metro's long-range Plan

**City of
Bellevue**



MANAGEMENT BRIEF

DATE: May 11, 2015

TO: Mayor Balducci and City Councilmembers

FROM: Paula Stevens, Assistant Director Transportation Planning
Joyce Nichols, Director of Intergovernmental Relations

SUBJECT: Interstate 405 and State Route 520 Update

The Cities of Kirkland and Bellevue have worked cooperatively for many years to develop a vision and implement improvements for I-405 and SR 520 that would help relieve congestion, support mobility options and improve the safety and reliability of these two vital transportation corridors.

In 2005, Council approved an I-405 Corridor Implementation Interest Statement containing guiding principles and key implementation elements (see Attachment A). Similarly, Council, along with Kirkland and other Eastside communities, developed a Policy Interest Statement for the SR 520 corridor and bridge replacement improvements (see Attachment B). Both documents have informed Bellevue's longstanding priorities regarding funding and project implementation for these corridors.

More recently, the Eastside cities have joined coalitions of other stakeholders working with the state legislature to pass a statewide transportation package to address these corridor improvements. These efforts have spanned several legislative sessions, culminating in House and Senate proposals approved by each chamber in 2015. The proposals include funding for the region's highest transportation priorities:

- \$1.24 billion for the I-405 Bellevue to Renton widening project.
- \$1.6 billion for the SR 520 Seattle Corridor Improvements on the west end of the bridge project.
- \$40 million for a new interchange on SR 520 at 124th (House proposal only).
- \$2.8 million for the SR 520 bike path/trail project.
- \$1.8 million for the Mountains-to-Sound Greenway project.

The legislature was unable to finish its business during the regular session and is in special session at this time. Negotiations in Olympia are ongoing and no action is expected on a transportation revenue package until a compromise is reached on the Operating Budget. There is significant pressure on legislators from local governments, businesses, labor groups and various transportation and transit stakeholders to approve a package this session. (The good news is that we are hearing that the two Transportation Committee Chairs in the House and Senate are continuing discussions to reach a compromise on a revenue package.)

I-405 CORRIDOR IMPLEMENTATION INTEREST STATEMENT

Approved by Bellevue City Council on March 7, 2005

Background

The City of Bellevue is committed to supporting important regional transportation corridor improvements. I-405 has received notable legislative and funding attention in recent years due in part to Bellevue's continued advocacy. I-405 (between I-90 and SR 520) carries over 205,000 vehicle trips and 260,000 person trips each day. This section of I-405 was identified by the Governor's Blue Ribbon Commission on Transportation as one of the worst congestion choke-points in the state with over 26,000 hours of person delay every day.

Bellevue's May 2000 *I-405 Study/EIS Interest Statement* identified key principles that continue to be important as corridor improvements move from design to construction. These include: (1) advancement of Bellevue's Regional Transportation Vision (recently updated as Bellevue's Regional Mobility Interest Statement); (2) preservation of Bellevue's neighborhoods, and (3) advancement of action alternatives that include a broad array of facility improvements—general purpose widening, Bus Rapid Transit and demand management strategies.

The following principles represent a more refined articulation of the City's vision for I-405 implementation, with special attention to improvements in Bellevue's downtown that are of significant regional consequence.

Guiding Principles for I-405 Project Implementation

The Washington State Department of Transportation, in close collaboration with the City, should:

- 1. *Maintain a Long-Term Commitment for Corridor Improvement:*** Continue to advocate for implementation of the I-405 Corridor Master Plan along the entire corridor in an effort to improve traffic congestion on this critical regional corridor. I-405 is among the state's most critical freight corridors, is among the most congested in the state and country, and serves as is the economic back-bone for East King County communities and is a critical link for regional commerce and mobility; and
- 2. *Execute a Detailed Phasing Plan:*** Select a project phasing program that best minimizes traffic congestion based on analysis of regional system traffic shifts that would be created by regional corridor construction phasing scenarios and elimination of bottlenecks; and
- 3. *Seek Early Right-of-Way Cost Savings Measures:*** Pursue long-term cost savings through early Right-of-Way purchases within the anticipated areas for reconstruction; and

4. ***Seek Discrete Projects that Uphold Sound Regional Planning:*** Ensure that projects implemented on I-405 between I-90 and SR 520 compliment the City's Downtown Implementation Plan and help fulfill the requirements and opportunities afforded by the State Growth Management Act and the Region's Destination 2030 Plan; and
5. ***Ensure Responsible Environmental Mitigation:*** In an effort to protect Bellevue's neighborhoods adjacent to I-405, ensure that all environmental impacts are mitigated responsibly under current state and federal law including and not limited to: noise, air and water quality.
6. ***Support Effective Regional Coordination:*** I-405 is one of several key corridors, including SR 520, I-90, the Alaskan Way Viaduct, SR 522 and SR 167, in need of significant investment in the Puget Sound area. Regional coordination and phasing of the projects to minimize impacts is imperative to keep the region moving as concurrent projects are constructed. The City strongly encourages the Washington State Department of Transportation (WSDOT) to advance appropriate projects along I-405 and I-90 in advance of other major corridors in order to mitigate impacts associated with the Alaskan Way Viaduct and SR 520 reconstruction projects. Traffic congestion impacts that would otherwise be felt in downtown Bellevue and cities to the south without such advanced mitigation would significantly affect the larger regional transport system.

Key Elements of Implementation

1. **NE 10th Access and Circulation.** It is Bellevue's highest priority to seek full funding for the NE 10th interchange and associated I-405 improvements in order to accommodate expected downtown growth and overall I-405 volumes. Improvements required to implement NE 10th will benefit the broader I-405 and SR 520 regional system.
2. **I-405 Downtown/Mainline Capacity and Management.** The City recognizes that future demand on I-405 is nearly evenly split between mainline traffic and those going to/from downtown Bellevue. It is imperative that mainline solutions be fully examined to keep traffic moving smoothly, especially at peak periods and with regard to SR 520 project mitigation. Further, the same rigor and deployment of traffic management techniques used for Access Downtown should be deployed for all I-405 mainline improvements in an effort to anticipate, manage and mitigate traffic volumes during construction.
3. **I-405 Improvements between SR 167 and I-90.** This segment of I-405 must receive priority funding to facilitate predictable regional travel in advance of other major corridor construction. The existing corridor is inadequate to handle general traffic and freight demand, which leads to safety and risk issues. Any regional corridor construction activity that will displace additional traffic onto I-405 will further exacerbate traffic congestion and safety issues associated with this corridor.
4. **NE 2nd Access and Circulation.** Pursuant to the I-405 Master Plan and Bellevue's Downtown Implementation Plan, the NE 2nd interchange must receive high priority for near-term implementation in order to mitigate expected travel growth in downtown Bellevue within the corridor generally. This additional access will allow for greater choice and distribution points for access to/from downtown.

SR 520 Corridor and Bridge Replacement Improvements
CITIES OF REDMOND, KIRKLAND, BELLEVUE, CLYDE HILL, MEDINA, YARROW POINT, & HUNTS POINT
POLICY INTEREST STATEMENT

October 2006

- The Cities of Redmond, Kirkland, Bellevue, Clyde Hill, Medina, Yarrow Point, and Hunts Point support multi-modal transportation solutions for the SR 520 Bridge and Corridor that include general purpose, HOV, high-capacity transit (HCT), bus transit and non-motorized improvements;
- SR 520 Bridge and Corridor improvements, construction phasing and funding must be coordinated with other regional transportation efforts underway, including development of Sound Transit Phase 2 and the Regional Transportation Improvement District investments, for a comprehensive system of multi-modal transportation improvements for the Eastside;
- The Cities of Redmond, Kirkland, Bellevue, Clyde Hill, Medina, Yarrow Point, and Hunts Point support the following options for the SR 520 Bridge and Corridor:
 - A 6-lane SR 520 Bridge Replacement and HOV option (two general purpose lanes and one new HOV lane in each direction)
 - A system of freeway-to-freeway HOV connections at SR 520/I-5, and SR 520/I-405
 - Direct transit access at 108th Avenue NE, provided that existing regional bus service levels are not impaired
 - A SR 520 Bridge and Corridor designed and sized to incorporate HCT, with adequate right-of-way to accommodate the required footprint of HCT and a re-constructed east high-rise that can structurally accommodate HCT
 - Retain bus transit flyer stops between the SR 520 Bridge and I-405 as long as HCT can be accommodated in the future
 - Bicycle/pedestrian path across the SR 520 Bridge and throughout the Corridor from I-5 to SR-202, providing a continuous, seamless bicycle/pedestrian path
- The Cities of Redmond, Kirkland, Bellevue, Clyde Hill, Medina, Yarrow Point, and Hunts Point encourage WSDOT, Sound Transit, the City of Seattle, the University of Washington and affected Seattle neighborhoods to reach agreement on design options and transit access that result in solutions that provide regional connections and enable the design and construction of the SR 520 Bridge and Corridor improvements to proceed without delay;
- The Cities of Redmond, Kirkland, Bellevue, Clyde Hill, Medina, Yarrow Point, and Hunts Point urge the WSDOT to meet the current schedule for SR 520 Bridge and Corridor improvements, with the Final EIS issued in 2007, a Record of Decision in 2008 and bid for construction in 2009;
- The Cities of Redmond, Kirkland, Bellevue, Clyde Hill, Medina, Yarrow Point, and Hunts Point are committed to working with WSDOT to minimize neighborhood impacts, including addressing Corridor bottlenecks and queuing of traffic onto local arterials;
- The Cities of Redmond, Kirkland, Bellevue, Clyde Hill, Medina, Yarrow Point, and Hunts Point will work with WSDOT to develop a construction mitigation plan that will minimize impacts to SR 520 users and affected neighborhoods; and
- The Cities of Redmond, Kirkland, Bellevue, Clyde Hill, Medina, Yarrow Point, and Hunts Point will actively assist in efforts to secure necessary funding for implementation of the SR 520 Bridge and Corridor improvements, and will continue to work together on planning for future HCT on the SR 520 Bridge.



DATE: May 11, 2015

TO: Mayor Balducci and City Councilmembers

FROM: Paul Stevens, Assistant Director Transportation Planning
Joyce Nichols, Director of Intergovernmental Relations

SUBJECT: Sound Transit 3

With the second phase of the regional high capacity network (i.e., ST2) well underway, Sound Transit is now planning for the third phase (ST3). Sound Transit has identified the following set of eight “core principles” that will guide the development and evaluation of a range of projects and scenarios for the ST3 system plan:

- Completing the Link light rail spine
- Ridership
- Connecting the region’s designated centers with high capacity transit (HCT)
- Advancing “logical next steps” projects beyond the spine; within financial capacity
- Integrating with other transit operators/transportation systems
- Multi-modal access
- Promoting transit supportive land use and transit-oriented development
- Socio-economic equity

During the remainder of 2015, Sound Transit will develop a draft list of potential priority projects for expanding the regional high capacity system and evaluate the effectiveness of various scenarios prior to Sound Transit Board adoption of the ST3 System Plan by June 2016. Bellevue and Kirkland staff, along with staff from other eastside cities, had several meetings with Sound Transit during the update of its Long Range Plan in 2014. Similar meetings are being scheduled this year to discuss and provide input to the system plan as it develops. There will also be opportunities for the public to comment on the draft list of potential priority projects this summer and the draft system plan in early 2016.

Attachment A is a draft interest statement provided to the Bellevue City Council in June 2014 regarding the Long Range Plan Update. The draft statement provides a summary of the projects that were considered important to include in the Long Range Plan Update – projects for the system plan must be part of the adopted Long Range Plan. The interest statement lists eight potential priorities for Bellevue, in no particular order, that were subsequently included in the Long Range Plan. The priorities articulated in the interest statement represent opportunities for collaboration between Bellevue and Kirkland to serve our mutual interests as well as the greater eastside. For example, I-405 bus rapid transit (BRT) would benefit cities along the entire length of the highway from Renton to Lynnwood. Also, regional express (REX) bus service will be important to connect regional centers to light rail but just as importantly link eastside cities and centers to each other.

City of Bellevue
Interest Statement Concerning Update to Sound Transit's Long Range Plan
(Early planning for future ST3 Program)

The City of Bellevue has long embraced and successfully advocated for a multimodal approach to addressing its regional transportation challenges. The regional network of highway, HOV, regional bus and future light rail serving our region and Bellevue must work in a highly integrated fashion to achieve system performance even as our area continues to grow.

Looking beyond the implementation of East Link to 2023 is an important question as Sound Transit updates its Long Range Plan. The City of Bellevue urges the Sound Transit Board to affirm its support of the following improvements serving the region (not in priority order):

1. **Build upon ST2 Light Rail Investments.** Bellevue strongly affirms its support for the extension of rail from Overlake to Downtown Redmond approved in ST2. The City also supports extensions to Tacoma and Everett in the future and applauds the Sound Transit Board for including these extensions in the Long Range Plan Update now underway.
2. **Sustain Regional Express Bus (REX) Service.** Sound Transit's REX service must provide a supportive role to all ST rail stations to maximize ST2 investments and provide high capacity transit (HCT) for high demand activity centers throughout the Sound Transit district.
3. **Advance Bus Rapid Transit (BRT) Serving I-405 Consistent with I-405 Master Plan.** I-405 BRT has been partially implemented since the I-405 Master Plan was adopted in 2002. We look forward to forthcoming alternative analysis of I-405, the Eastside's "main street" and Bellevue urges the Sound Transit Board to place a high priority on this critical corridor given its tremendous multimodal potential.
4. **Provide High Capacity Transit Connecting Bellevue, Issaquah and Kirkland.** Bellevue supports the Sound Transit Board including this corridor for study that will articulate alternatives for optimal High Capacity Transit connections between these three eastside jurisdictions.
5. **Develop a Strategic Park and Ride Lot Expansion Plan.** Sound Transit should coordinate closely with other transit providers and WSDOT to ensure the entire HCT system has adequate and strategically placed park and ride lots at the outer edges of the region to intercept trips "upstream" in highly traveled corridors.
6. **Implement a Highly Integrated System.** The Long Range Plan should strengthen system integration and continuity among all transit providers through continued commitment to connecting our region's centers and providing appropriate feeder service to the regional rail spine. Bellevue's Transit Master Plan (Proposed Frequent Transit Network) is a critical component to improving future mobility for the eastside and as such it should be considered into the HCT corridors and other service improvements to optimize the effectiveness of the future HCT network.
7. **Include the Bellevue College [Regional] Connection in the Next Plan.** Bellevue supports the Sound Transit Boards inclusion of a revised 142nd Place SE transit corridor serving Bellevue College's 36,000 students. Eighty percent of the trips coming to the college originate outside of Bellevue and improving this corridor will provide significant operational reliability and travel time savings for transit. The City urges it be included as a priority project in the adopted Plan update.

8. **Consideration of Future Eastside Rail Corridor (ERC).** The City supports consideration of the corridor for long term passenger rail. While we believe this is a long-term option, it is critically important that planning for the ERC is consistent with Bellevue's 2013 ERC Interest Statement, particularly as it relates to long term implementation activities: *"Ensure affected local intersections and state highway interchanges along the corridor are carefully analyzed, planned and phased, especially where there are overlapping or competing interests for uses of the ERC right-of-way in highly constrained locations."*

DRAFT DRAFT DRAFT DRAFT



DATE: May 11, 2015

TO: Mayor Balducci and City Councilmembers

FROM: Paul Stevens, Assistant Director Transportation Planning
Joyce Nichols, Director of Intergovernmental Relations

SUBJECT: Metro Long Range Plan

The King County Metro Transit Long Range Plan, scheduled for completion by the fourth quarter of 2016, will evaluate unmet transit service needs throughout King County as identified by the existing Metro Service Guidelines, as well as the service and capital elements of a future Metro transit network at various funding levels through 2040. The Plan will take into consideration the Puget Sound Regional Council's economic, growth management, and transportation plans. Metro is developing the Plan in coordination with local jurisdictions – including the cities of Bellevue and Kirkland – and regional transit agencies. Development of the Plan will be based on the principle that jurisdictions' comprehensive and transportation plans inform the Long Range Plan and the Long Range Plan informs jurisdictions' comprehensive and transportation plans.

In July 2014, the City adopted a Transit Master Plan (TMP) that has been a critical source of ongoing guidance for staff and Council as Metro updates its Service Guidelines and undertakes its Long Range Plan development process. The TMP is predicated on the concept of “abundant access”, intended to “support planned growth and development with a bold transit vision that provides efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership.” The TMP provided the basis for Bellevue to advocate successfully to preserve routes 234, 235, and 245, which link Bellevue and Kirkland and were identified by Metro as service reduction candidates in September 2014.

Priorities for Bellevue include:

- A focus on frequent connections between all-day markets (i.e. major activity centers like Downtown Kirkland and Bellevue).
- Decoupling frequent transit network service (routes identified in the TMP) from coverage service to improve directness and travel time for core routes.
- Bus rapid transit on I-405.
- RapidRide-type service from downtown Bellevue to downtown Kirkland and from downtown Redmond to Factoria via Crossroads and Eastgate.
- Construction of the Bellevue College Connector capital project, which improves bus operations between Eastgate and Kirkland.

Cross Kirkland Corridor (CKC) and Eastside Rail Corridor (ERC)

Kirkland memo re: Cross Kirkland Corridor Update

Bellevue memo re: Eastside Rail Corridor



CITY OF KIRKLAND
Public Works Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathy Brown, Public Works Director
Dave Snider, P.E., Capital Projects Manager
Kari Page, Cross Kirkland Corridor Coordinator

Date: April 8, 2015

Subject: Cross Kirkland Corridor Update

The Cross Kirkland Corridor is the most transformational acquisition that Kirkland has made since the City purchased and developed its amazing string of waterfront parks decades ago. Despite being open for only a few months, the CKC is enhancing the community's quality of life as thousands of residents walk, run and bike on the Corridor each week. The CKC is also spurring economic development as shown by Google's decision to expand along the Corridor, the redevelopment of the Totem Lake Mall and the flurry of activity in the real estate market adjacent to the corridor since it opened.

The CKC officially became Kirkland's in April of 2012. Also in 2012 State Senator Andy Hill secured \$2 million dollars for the development of an interim trail on the CKC. The PSRC then gave Kirkland an additional \$1 million to complete the interim trail. In November of 2012 the voters of Kirkland passed the Parks levy which included money for the development of the interim trail and creation of a Master Plan for the CKC. In 2013 Kirkland was able to remove the rails and ties and grade the rail bed into a rough but serviceable trail. Kirkland completed the Master Plan and the construction of the Interim Trail in 2014.

The Interim Trail is providing balanced transportation, stimulating economic development and connecting parks, schools and neighborhoods. The residents and businesses of Kirkland have embraced the CKC with passion and excitement. This memo provides an update on the status of the Cross Kirkland Corridor improvements.

- 1. Interim Trail Construction:** Construction was completed (except work at 124th/Totem Lake Blvd—see below) in March of 2015 with only warranty work items and required contractor paperwork submittals remaining. The estimated final construction contract (with reduced material quantities and removal of the 124th/TLB Intersection work) is \$1,890,000, which is approximately \$200,000 under the original contract amount of \$2,099,175.
- 2. Waddell property connection:** The City is in the process of purchasing two properties adjacent to the CKC in the Houghton neighborhood, located at 6705 and 6711 106th Avenue NE. These properties will be used to provide connectivity from the CKC to the Houghton Shopping Center while preserving the property until the community Houghton/Everest Neighborhood Business Center update process is complete.

The CKC Master Plan identified connectivity to the Houghton Shopping Center along NE 68th Street as a high priority. Knowing this, the property owner, Doug Waddell, offered these properties to the City of Kirkland prior to his placing them on the open real estate market for sale. Seizing the opportunity to use the properties to further implement its long-term vision for the CKC, the City Council recently authorized the acquisition of two parcels.

Staff is in the process of creating concepts for connecting the CKC to the Houghton Shopping Center using the Waddell properties. The transaction with Mr. Waddell will include a Pedestrian Access Agreement that will provide the City with the option of making an interim connection over a portion of the property to the north. Other than construction of a connection to the CKC, there are no plans at this time to redevelop or alter the site.

3. Maintenance and Operations: The 2012 Parks Levy included \$98,800/year for maintenance of the Interim Trail. Public Works is in the process of developing an ongoing maintenance plan for the Interim Trail to set standards and determine whether this funding is sufficient to meet those standards. Using the principles of maintenance management, the following steps are underway:

- a) **Feature Inventory:** A complete inventory of all items to be maintained on the interim trail. Examples of trail feature inventory items include: trail surface, drainage ditches, backslopes, fencing, landscape, wetland areas, crosswalks, flashing beacons, paved approaches, and drainage culverts.
- b) **Maintenance Tasks:** A list of tasks necessary to maintain each inventory feature. For example, tasks to be performed on the trail surface might include grading, patching, restoration, and litter cleanup.
- c) **Performance Standards:** The standard crew, equipment and materials needed to perform each task on a daily basis, along with an estimated standard daily work accomplishment.
- d) **Service Levels/Effort Levels:** The annual amount of work to be performed for each task. The effort level is usually expressed in terms of frequency. For some tasks, it makes sense to express the effort level in terms of quantities of material per amount of inventory (for example, surface patching may be expressed as "tons per mile").

Using the information above, an annual work program is developed for each maintenance task. Projected work quantities, budget, labor, equipment, and material are established for each task. This work plan is further divided into each month.

Public Works is in the process of implementing an automated Maintenance Management System (MMS). Prior to the start of a functioning MMS, a maintenance management work program is being developed manually for the interim trail

a) Garbage cans: Combination garbage and recycle receptacles were installed in March at all "at grade road crossings" including: 132nd Avenue NE; 128th Avenue NE; NE 124th Street/Totem Lake Blvd; 120th Avenue NE; NE 112th Street; NE 110th Street; NE 87th Street; Kirkland Avenue; 6th Street South; NE 52nd Street; and 108th Avenue NE. Waste Management services all locations weekly as part of the existing contract with the City of Kirkland with no additional costs.

b) Mutt mitt dispensers: Seattle Veterinary Specialists will be installing mutt mitt dispensers next to the garbage receptacles at 11 locations within the next month. Volunteers will be asked to adopt the receptacles to keep them filled with bags. Maintenance staff is ready to assist if the volume of use is higher than what the adoptees can handle.

c) Counts on the corridor: As a pilot, in January a VideoLan Camera was purchased and placed on the trail to record images for counting users. The camera has a rechargeable battery which is recharged every few days. Counts have been taken prior to the opening of the trail, the weekend of the opening and several weeks after the opening. The advantage of the camera (over infrared counters) is the ability to distinguish different types of users (bicycle, running, walking, dog walking, etc.). The video recordings will be reviewed and users tallied so an assessment can be made to determine if this is the most effective way of monitoring use of the trail over time.

d) Americans with Disabilities Act (ADA) plan and access: ADA access to the corridor is a high priority. Staff has been working on both a long range plan and opportunities for quick wins. Seven or eight sites have been identified along the corridor to provide parking and ADA access. Those locations include 128th Avenue NE, 120th Avenue NE, NE 112th Street, NE 110th Street, NE 87th Street, Kirkland Avenue, 5th Place S, and possibly the Waddell property connection. The topographical and access challenges on the southern quadrant of the corridor emphasizes the importance of the South Kirkland TOD CKC Multi-Modal bridge. Each parking and ADA location is estimated to cost roughly \$2-3,000. Staff will return to Council with a recommended plan and funding strategy for these quick ADA wins.



Garbage/recycle receptacle



Signs for donated Mutt Mitt Dispenser

4. Outreach

- a) Kudos: The City is receiving "fan mail" about the CKC almost daily. Staff would be remiss not to reflect this overwhelmingly positive feedback as part of the CKC update. Here are just a few comments:

"I never expected the day would arrive when the BNR corridor would become a multi-use trail for the people. I've lived in Kirkland 31 years. My family is already using the trail regularly. We intend to enjoy the honeymoon period to the max, i.e. before it's paved."

"The CKC is such a wonderful addition to the regional trail system in the Greenway—many thanks to all of you at the City of Kirkland for championing this through." Mountain to Sound Greenway

"It's the fastest way to get to work by bike vs sitting on 405 in a car. Thank you for all your hard work on this project!"

"Greetings -- yesterday I walked part of the cross Kirkland corridor for the first time---I LOVE it"

"I've been using the CKC to commute by bike from my house in North Bellevue to my office on NE 122ND Way in Kirkland. It is a joy to take the CKC. What a wonderful way to start and end the work day."

"Please extend my thanks and gratitude to any and all who responsible for having the foresight, motivation and persistence to see this project from concept through to completion. CKC is a superb resource. So well envisioned and so well executed."

"A big thanks goes to the City of Kirkland planners, the 520 highway planners, the voters, and of course me (since I voted for these projects and the funding). I recently had the most excellent commute. I live near 116th & 405 in Kirkland and I commute downtown Seattle most week days."

"This is so much better than commuting by car, or waiting for the chronically overflowing 255 bus."

"I had a wonderful commute that was nearly all on separated bike/walk paths. In 6 miles, I had about 4 intersections – 3 with user activated flashing yellow crosswalks. The car free trails almost felt like I was in Amsterdam!"

"I can hardly wait for summer and longer days – this commute will be truly incredible. Oh wait, don't tell anyone. Keep it a secret."

- b) Road show: CKC is being recognized and applauded on the regional level including presentations for Cascadia Eastside Branch Collaborative on February 17; Washington Bike Summit on March 16; and Feet First Walkable Washington Symposium on April 2. In addition, two important tours were scheduled: the American Planning Association (APA) National Conference on April 20, and the International City/County Management Association (ICMA) Annual Conference on September 28.



City Manager Kurt Triplett and Chief Olsen with one of the UTVs

- c) Police Utility Terrain Vehicles (UTVs): Police Officers are being trained and the vehicles are being licensed for street use. By later this spring these vehicles will be on the Cross Kirkland Corridor. The City is turning to 5th grade classes within the Lake Washington School District (LWSD) to name the vehicles. Fifth grade classes (including 4th/5th Grade combination classes) have been invited to submit suggested names for the UTVs by May 1, 2015. Participating LWSD elementary schools to date include: Peter Kirk, A.G. Bell, Ben Franklin, David Thoreau, Carl Sandburg and Juanita. A community online vote will occur from May 2 through May 15 with the winning name to be announced at a future City Council meeting and in City materials. Contest details can be found at www.kirklandwa.gov/crosskirklandcorridor.

Officers will be visiting participating schools as a way to display the UTVs and interact with students." On April 21, KPD Neighborhood Resource Officer Audra Weber will be at Sandburg, Thoreau and Juanita schools and on April 23, she will be at Franklin, Kirk and Bell schools.

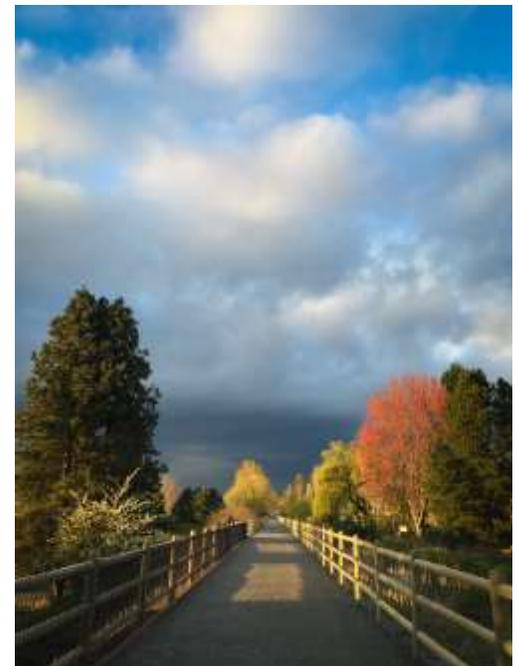


Photo by CKC user and neighbor
Bea Stollnitz

- d) Draft Map: A user map of the CKC is in progress and is anticipated to be printed and online by summer. The map includes trail connections, parking opportunities (possibly including ADA), restrooms, park amenities, nearby business/shopping/restaurant districts, and other landmarks.
- e) Photo competition: CKC users are often sending in photos and videos of their favorite features of the trail. Instead of hiring a professional to take photos of the trail for the web site and other publications, staff is considering a photo competition.

5. Projects

- a) South Kirkland TOD CKC Multi-Modal Bridge/Elevator: The South Kirkland Pedestrian Bridge project will provide a needed ADA-accessible pedestrian route between the Cross Kirkland Corridor (CKC) trail and King County Metro's South Kirkland Park & Ride facility and the nearby Transit-Oriented Development (TOD). There is approximately 50 vertical feet between the level of the parking lot and the level of the CKC trail where it intersects 108th Avenue NE. Current pedestrian access between the South Kirkland facility and the CKC trail is limited to a long and strenuous sidewalk along 108th Avenue NE.

The connection will incorporate an elevator and stair tower with access to the parking lot and the bottom level of the adjacent parking garage with an elevated pedestrian bridge that will connect to the trail. The 60-foot tower will enclose a passenger elevator and staircase within a steel-framed structure wrapped in a combination of glazing, architectural steel mesh, and perforated metal panels. The architecture of the project will be important, as this connection is located at the south terminus of the City of Kirkland's CKC trail, and so may be considered a "gateway" to the trail north.

The project is currently being designed and is approaching a 60-percent design and engineer's estimate stage. As much of the project represents an addition to an existing and fully-utilized Park & Ride facility, and the structure will be maintained by the City of Kirkland after construction, several aspects of the project require careful coordination with King County that is still underway. The "gateway" aspect of the project also has a significant influence on the 60-percent design and estimate. Initial project funds for the project came from a Washington State Capital Appropriations grant, with supplemental funds committed to the project by King County. Additional funding necessary to the complete construction of the project will be evaluated based on the 60-percent design and engineer's estimate. Staff is evaluating options to balance the desire to make the structure an iconic feature with project affordability.

- b) SRM Development: The public improvements between Google Phase I and Phase II on the CKC are under construction and anticipated to be complete one month later than originally planned. The trail is expected to be open August 1st and a joint SRM Development, Google, and City of Kirkland opening celebration is being discussed for mid-August. More information will follow on this event.
- c) Kalakala Art: Roughly 30 pieces of the Kalakala have come home to rest in Kirkland after nearly 80 years (totaling \$59,000).
- Wheel room (excluding the front section)
 - Two large doors – where cars entered
 - Valve wheels (4)



One of the ten art deco railing
(with brass hand rail)

- Hand railing (approximately 60 feet)
- Top silver section of the front of the boat with 6 port holes
- Window section of exterior with 3 port holes
- Rudder trim lever/wheel
- Rectangle brass window frames (5)
- Round top brass window frames (2)
- Small hatch with door
- Mooring line access hole

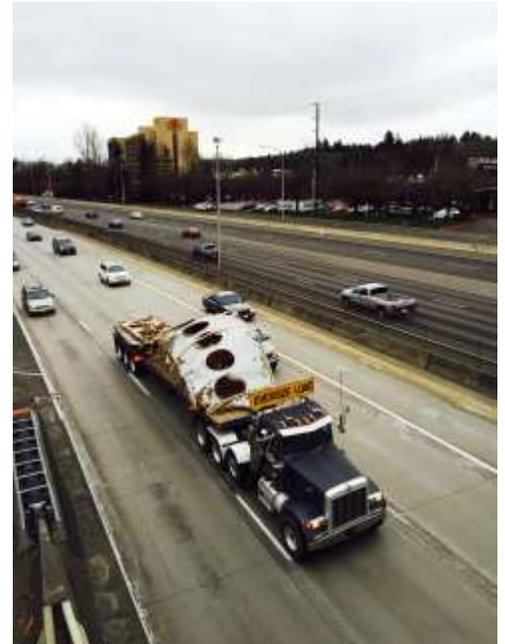
In July of 1935, the ship made its maiden voyage into Elliot Bay from the Kirkland Shipyard at Carillon Point. Within six years, the ship had carried over six million passengers and was later incorporated into the State's ferry system (1951). At the Worlds Fair in 1962, the Kalakala was voted the second biggest attraction after the Space Needle. The relevance of the iconic art deco ship to the history of the Pacific Northwest was reflected by the interest in seeing and acquiring pieces of the ship when Rhine Demolition began dismantling it in February of this year. Salty's Restaurant and the City of Kirkland preceded hundreds of people and organizations who inquired and flocked to the salvage "garage sale" during the demolition.

The vision is to place the art in a way that will connect them visually to Carillon Point from the Cross Kirkland Corridor. A committee comprised of members from the Cultural Arts

Commission, Parks Board, Transportation

Commission, and interested contributors has been formed to develop an art concept for reuse of the salvaged Kalakala pieces. The first committing meeting is scheduled for April 20th and will include a visit to the storage area where the salvaged parts are located and an afternoon session for brainstorming ideas for the art. A Request for Qualifications will be developed later this spring to procure a renovation and installation consultant/artist.

- d) CKC Connections: Connections to the CKC are a high priority in the draft Transportation Master Plan. The interim trail on the CKC provides an important new corridor for pedestrians and bicycles, and City staff are making every effort to complete connections to the CKC, and to complete non-motorized networks that include the CKC. There are four general categories of connections underway:
- Neighborhood Safety Program: This year's Neighborhood Safety Program (NSP) project list includes important connections to the CKC. Details are



Kalakala Pieces being transported to Kirkland



Inside the Kalakala Wheel House

included in the Neighborhood Safety Program memo for the April 21 City Council meeting.

- Capital Improvement Program (CIP): In preparing the 2015-2016 CIP, considerable effort has been put into creating a comprehensive approach to implementing the policies set forth in the draft Transportation Master Plan (TMP). The draft TMP places a high priority on CKC connections, which will be reflected in the proposed CIP budget for 2015-2016.
- Maintenance Work Program: In addition to the CIP, some CKC connection projects are small enough in scope to be completed by in-house Public Works crews.
- Volunteer Work: Some connections are being built by volunteer groups, under the oversight of Public Works and Parks staff.

6. Planning

- a) Eastside Rail Corridor Regional Advisory Council: The Regional Advisory Council April 22 meeting was held at Kirkland City Hall Council Chambers. The agenda included the 2015 Work Plan, Collaborative Funding, Branding, and an update on concepts and funding of the gap in the Eastside Rail Corridor at Wilburton created by the construction of I-405. Kirkland staff continues to participate on the Staff Team to coordinate efforts with the regional entities and Bellevue staff is now participating in these meetings.
- b) Sound Transit and City of Bellevue Memorandum of Understanding (MOU): On Monday, April 6, Sound Transit and the City of Bellevue reached [an agreement for an amended memorandum of understanding](#) that will allow East Link light rail construction to begin in Bellevue. The City of Bellevue will hold a public hearing on April 13 and the Sound Transit board will consider approving the MOU on April 23. If the maintenance facility is sited in Bel-Red, the MOU also calls for the construction of an interim trail within a one-mile stretch of the Eastside Rail Corridor to connect to a station at 120th Avenue Northeast.
- c) Special Events: The first special event is planned for the CKC on Mother's Day. For more than 10 years, the Mother's Day Marathon has been known for being one of the hilliest and most challenging half marathons in the Northwest. By using the CKC and turning the event into a point-to-point route, the marathan will be one of the flatest and event organizers anticipate having the fastest times in the region. The event will be the first of several that have been scheduled on the CKC.

The CKC will be a wonderful place to hold events, with the views, flat terrain and separation from the automobile. Anticipating a surge in special event requests, staff has developed a plan that will keep the trail safe and open to the community during events. Event guidelines include:

- No more than two events can be held on the CKC in one month (no matter how much of the CKC the event will use).

- No races will be “out and back” to enable the public to continue to use the trail during races.
 - Off-duty Kirkland police officers are required for traffic control at each street crossing.
 - Motorized vehicles are prohibited. Event staff shall lead participants and monitor course by mountain bike or other nonmotorized means.
 - Timed events may not cross NE 124th Street in Totem Lake.
 - Public notification signage is required at major access points with no less than 1 week prior notice.
 - Larger events will not start on the CKC to allow time and spacing of participants before coming onto stretches of the CKC that are limited to 8-10 feet.
 - Staff may limit the number of participants if over time there becomes a clear “carrying capacity” issue with the trail.
- d) Eco Charrette: The “Eco-Charrette” is scheduled for May 28, 2015 9:00 a.m. to 1:45 p.m. at the Kirkland Justice Center Totem Lake Room. The purpose is to build upon on the Cross Kirkland Corridor (CKC) Master Plan, further defining the Plan’s goal to “Foster a Greener Kirkland.” The interactive workshop will:
- Engage experts from a variety of disciplines to explore opportunities towards the “greenest” corridor.
 - Identify green strategies and environmental themes for specific corridor segments.
 - Develop concepts to inform future design guidelines, projects and potential eco-certifications. Regional experts, regional partners and City staff will be invited to provide input on four geographic-based sections of the CKC. Opportunities and recommendations will be reported to the City Council later this summer.



DATE: May 11, 2015

TO: Mayor Balducci and City Councilmembers

FROM: Pam Bissonnette, Deputy City Manager
Paula Stevens, Assistant Director Transportation Planning
Joyce Nichols, Director of Intergovernmental Relations

SUBJECT: Eastside Rail Corridor

Bellevue is an active participant in the regional process to plan for the use of the Eastside Rail Corridor (ERC). Regional coordination and planning for the corridor is proceeding under the auspices of the Regional Advisory Council (RAC). Primary members of the RAC are the five entities with an ownership stake in the corridor between Woodinville and Renton: King County, City of Redmond, City of Kirkland, Sound Transit, and Puget Sound Energy. Bellevue, which does not have an ownership stake in the corridor, is an “Associate member” of the RAC; in this role, Bellevue staff participate in the interagency staff workgroup for the RAC and help support the workplan, particularly for elements that relate to identified areas of interest to Bellevue. In 2013, Bellevue substantively participated in the development of the regional vision for the corridor, which was captured in the Creating Connections document, adopted by the RAC in October 2013. Bellevue is also engaged in the Trail Master Planning process that King County is pursuing for the segments of the corridor owned by the County and the segment owned by Sound Transit.

Bellevue priorities for the ERC are guided by the Rail Corridor Interest Statement adopted by Council on July 22, 2013 (see Attachment A). The Interest Statement acknowledges the significance of the corridor and the importance of preserving it for multiple public uses, including a pedestrian and bicycle trail, transit, utilities, and potential freight reactivation. The Interest Statement also recognizes the benefit of a regional governance structure for the ERC, as represented by the RAC, and the need to plan for the corridor – both near-term and long-term – under a regional framework.

Broadly, Bellevue and Kirkland are substantively engaged in supporting and advancing the regional workplan for the corridor through the work of the RAC, including coordination via the staff working group that supports the RAC. Specifically in the context of the two cities, there is mutual benefit in linking the Cross-Kirkland Trail, at 108th Avenue NE adjacent to the S. Kirkland Park & Ride, to the trail improvements to be constructed by Sound Transit south of SR 520. Last month, Bellevue and Sound Transit approved an agreement in which Sound Transit will implement interim trail improvements on the segment it owns between the future Hospital Station (just north of NE 8th Street) and SR 520 (see Attachment B). The City will be exploring options to connect the Sound Transit trail improvements to the Kirkland trail improvements, in coordination with King County, the owner of the intervening segment. **The City’s FY**

2015-2016 Capital Investment Program budget includes \$1,000,000 as placeholder funding that could be used for “conceptual design, other amenities (such as plantings or gravel pathways) or purchases” along the ERC.



BELLEVUE INTEREST STATEMENT FOR THE EASTSIDE RAIL CORRIDOR

Adopted July 22, 2013 by Bellevue City Council

The City of Bellevue supports regional efforts to develop the Eastside Rail Corridor (ERC) for public use and benefit. The City has long supported preservation of this important public right-of-way for multiple public uses. This approach is consistent with regional organizations, local governments, and owners of the corridor. The development of the ERC within King County offers a significant step toward providing important north/south connectivity between local communities from Renton to Woodinville and points along this major public corridor. Over time, this connection provides a rare and unique opportunity to create a variety of benefits and uses for the public. The Bellevue City Council supports the following principles for future corridor design and implementation processes within the King County segment of the corridor:

1. **Governance Structure and Implementation Plan.** Following on the work of the 2013 ERC Regional Advisory Council, Bellevue strongly supports the establishment of a standing regional governing body, including a seat for Bellevue, to provide oversight of the planning, development and implementation steps among affected jurisdictions and parties. This body should be responsible for developing an interim and long-term conceptual plan for the corridor. Examples of the range of work should include the following priority objectives:
 - **Advance the work of the ERC Advisory Council.** Refine the vision developed by the ERC.
 - **Plan for the future.** Develop a roadmap for the design, management and implementation activities in the corridor vision.
 - **Develop a phased, well-integrated plan.** Ensure affected local intersections and state highway interchanges along the corridor are carefully analyzed, planned and phased, especially where there are overlapping or competing interests for uses of the ERC right-of-way in highly constrained locations.
 - **Balance continuity and local interests.** Ensure all efforts address continuity of design incorporating the diverse interests of communities along the corridor.
 - **Be strategic and transparent.** Develop the corridor in a highly collaborative, open and transparent manner that achieves multiple objectives and efficiencies in design, funding, construction and ongoing maintenance of the corridor.
 - **Engage the public.** Design and conduct a comprehensive public outreach program that ensures stakeholder involvement throughout the process.

2. **Develop a Complementary, Comprehensive and Sustainable Financial Plan.** The regional governing body and affected parties should work closely to secure financial support from a range of sources including state, federal and private organizations for capital and operating improvements. Specifically, the financial plan should:
 - Prioritize key investments along the corridor.
 - Provide guidance concerning specific funding alternatives.
 - Use innovative financing mechanisms.
 - Ensure that value engineering, cost containment and other mechanisms are used to optimize funding.

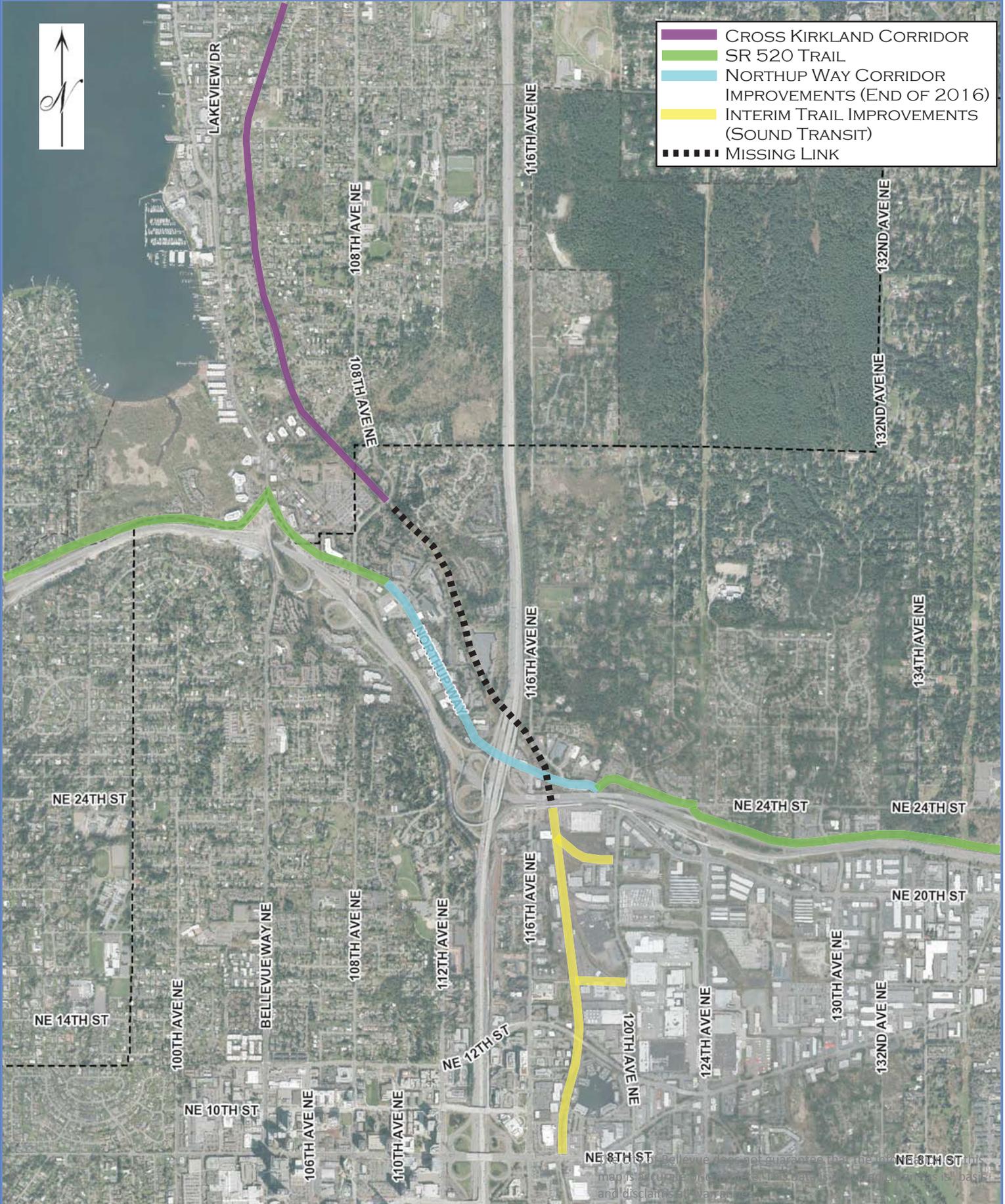
- 3. Implement Multiple Uses.** Development of this corridor is an important component for the Eastside's increasingly multimodal transportation network as the Eastside, Bellevue and the region continue to grow. In addition to implementing a trail supporting pedestrian and bicycle uses and passenger rail uses, there are opportunities to achieve multiple policy objectives and efficiencies given the proximity of public utility uses within, under and adjacent to the corridor. As multiple uses are planned, consideration must be given to mitigating noise, mobility, visual and other impacts to residents and businesses along the corridor, improved mobility for pedestrians and bicyclists as well as investigating national and regional best practices and case studies for multimodal uses of the corridor that add capacity to the transportation system.
- 4. City Implementation Challenges.** Bellevue has a number of key interests related to phasing and implementation intended to improve multimodal connectivity, help reduce congestion and maintain public safety where the corridor and other improvements overlap, including the following:

 - **Grade Separation.** The City has a number of intersections (NE 4th, NE 6th and NE 8th streets) that cross the corridor right-of-way. Of particular concern is the highly constrained area at NE 8th that will require careful planning and design and where grade separation must be explored.
 - **Sound Transit Projects.** The City and Sound Transit are working to deliver the East Link light rail project. Within the project envelope, there are a number of areas that will require special design consideration. For example, if the International Paper site is ultimately chosen for Sound Transit's East Link project operations and maintenance satellite facility, it must be carefully vetted and well integrated into the Region's vision for the Eastside Rail Corridor. Similarly, special care should be given to the multiple uses near the new East Link Hospital Station on NE 8th Street.
 - **State Highways.** WSDOT's future highway expansion also overlaps with the corridor in downtown Bellevue. The corridor design process must be fully integrated with affected state improvements, including all areas of over- and undercrossing at I-405 and I-90 (including the crossing that was removed as part of the recent I-405 widening project due north of I-90).
 - **Public Access.** Planning efforts must ensure optimal public access points along the corridor.
 - **Wilburton Trestle.** The Wilburton Trestle is an iconic structure and, to the greatest extent possible, should be optimized for public use.
 - **Regional Trail and Other Major Destinations.** The implementation plan should ensure quality connections to major destinations in Bellevue such as the Mountains to Sound Greenway, Mercer Slough, Coal Creek Park, Newcastle Beach Park, 520 Trail, Bel-Red redevelopment area, and Downtown Bellevue.
- 5. Ensure Planning Consistency and Innovation.** Relevant regional and local transportation plans, including those developed by the Puget Sound Regional Council (VISION 2040 and Transportation 2040), Sound Transit (ST2 and related Long Range Plan and ST3). ST3, a new effort just getting underway, will provide a new list of high capacity transit improvements for a possible 2016 ballot measure. City Comprehensive Plans and other local improvement plans will require updates to reflect current ERC planning and corridor analysis.

Eastside Rail Corridor Coordination



- CROSS KIRKLAND CORRIDOR
- SR 520 TRAIL
- NORTHUP WAY CORRIDOR IMPROVEMENTS (END OF 2016)
- INTERIM TRAIL IMPROVEMENTS (SOUND TRANSIT)
- MISSING LINK



Bellevue does not guarantee that the information on this map is accurate. The information is provided "as is" and "as available" and is subject to change without notice. Bellevue is not responsible for any errors or omissions on this map and disclaims all warranties.

Men's and Women's Winter Shelters

Joint memo re: Long-term Provision of Winter Shelter
in East King County



MANAGEMENT BRIEF

DATE: May 11, 2015

TO: Mayor Balducci and Bellevue City Councilmembers
Mayor Walen and Kirkland City Councilmembers

FROM: Dan Stroh, Planning Director, Bellevue Planning and Community Development
Eric Shields, Planning Director, Kirkland Planning & Community Development
Arthur Sullivan, ARCH Program Manager

SUBJECT: Long-Term Provision of Winter Shelter in East King County

Both Bellevue and Kirkland Councils have identified long-term winter shelter as a Council priority. Long-term facilities are needed for a men's shelter and for a shelter serving women and families. This remains a critical need despite collaborative efforts to prevent homelessness, and the emerging vision that for those that experience homelessness, it is a rare, brief, and one-time occurrence.

Background:

For the past six years East King County cities have funded two winter shelters: one for unaccompanied men and one for women and families. Sophia Way has operated the winter shelter for women and families, and Congregations for the Homeless has operated the winter shelter for men. These emergency shelters have been at non-permanent locations such as churches or civic buildings. The emergency shelter is a low-barrier shelter which imposes few requirements on shelter guests, other than that they do not pose a danger to other guests. Initially, the shelters were open only on severe winter nights, but they are now open all nights from mid-November through mid-April.

Siting these interim facilities has been very difficult, and has raised issues with nearby residents. The shelters have not been in optimal locations, often lacking good access to transit and supportive services. At times, the cities have faced a near-crisis in not having a shelter site identified and ready until virtually the last minute. While the men's shelter has been in a fixed site the last two winters, the former International Paper building in Bel-Red, this option will be foreclosed in another year as the building is demolished and the site prepared for the Sound Transit maintenance facility.

Developing a permanent shelter or shelters is a critical need. It will avoid the struggle to find an interim site or sites every year. It will offer a suitable location appropriate for this use, close to transit and services, and include appropriate features (e.g. hygiene facilities, storage). It may have the potential to offer daytime services and a drop-in center.

In recognition that providing shelter is a shared responsibility, member cities have asked ARCH to engage city and agency staff in the process of siting a permanent shelter or shelters. Attachment 1 is a white paper developed by this working group, which provides additional

background information. It includes principles for developing a winter shelter, quantification of need, a synopsis of “lessons learned” from public engagement to date, and an estimate of the size of building needed.

ARCH member cities began the process of shelter development in the fall 2014 funding round, by contributing \$700,000 toward acquisition of a site for the men’s shelter. While no site is yet identified, Congregations for the Homeless was awarded this grant in recognition of the pressing need to acquire a suitable property and begin development.

ATTACHMENT 1: *Winter Shelter in East King County* (ARCH white paper)



WINTER SHELTER IN EAST KING COUNTY

Vision Statement

Every person in East King County has the opportunity to live in a safe, affordable, healthy home.

Value Statement

Homelessness is an experience that individuals and families may face for a variety of reasons. The reality of homelessness is extremely challenging for those experiencing it, and it can also present challenges for the community at large. Therefore, we must work together as a whole community-- across sectors and geographic boundaries-- to find solutions that are effective for those experiencing homelessness and that allow our communities to continue to thrive.

Specific Goal for Winter Shelter

As long as the capacity to shelter/house all who seek it is insufficient, the goal of providing additional shelter beds during the winter months is to ensure the health and safety of those who may otherwise have no option but to sleep outdoors. In addition, emergency shelter has been recognized as one point of entry on the path to housing.

Principles for Winter Shelter

Providing shelter is a shared responsibility of jurisdictions and community organizations throughout the Eastside.

Shelters are places for engagement and access to services and provide pathways to housing.

East King County needs a local shelter system that avoids ongoing siting.

Shelters need to be in central locations with full transit service and access to daytime services.

To be successful, the shelter siting process must engage and be sensitive to the concerns of the surrounding community.

A complete shelter strategy needs to include some level of outreach and daytime services to assist persons with accessing services and resources.

While shelter needs are more pronounced during winter months, 'low barrier' shelter is needed year round.

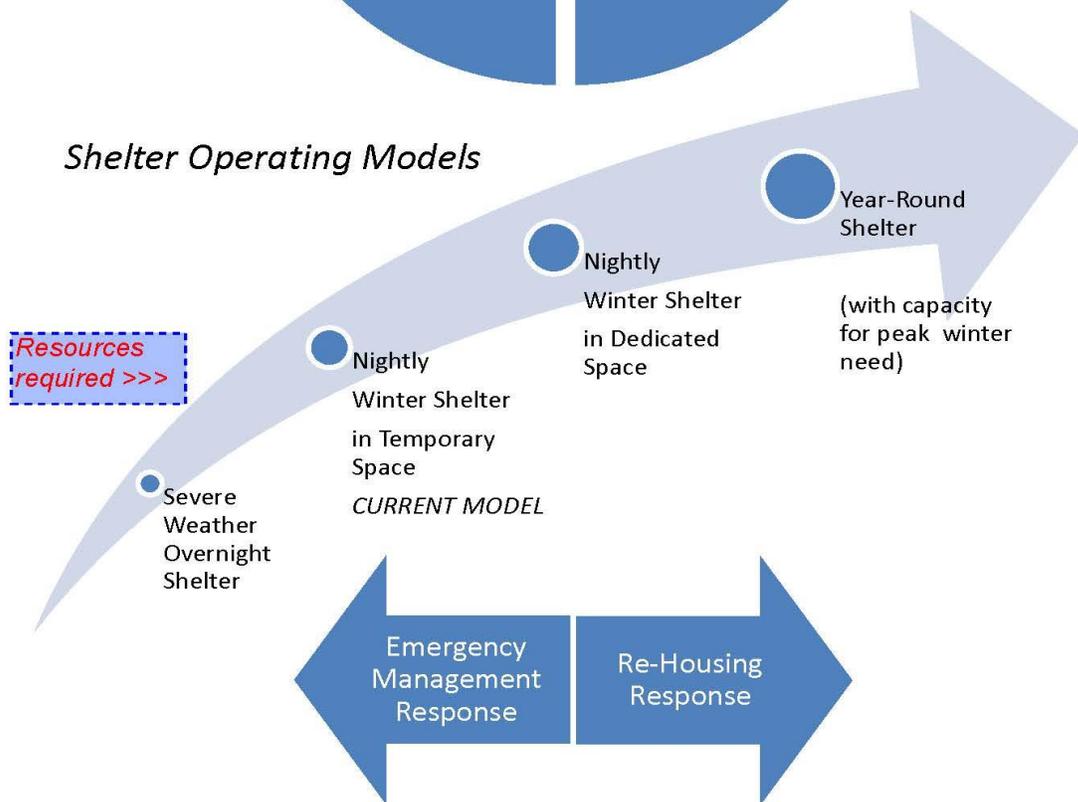
APPENDIX D

Eastside Winter Shelter

Roles of shelters in effort to end homelessness



Shelter Operating Models



Need and Capacity

The Eastside is not immune to the reality of homelessness. In fact, nearly 1000 men, women, youth and children from the Eastside were served in local shelter or transitional housing programs last year. The 2013 One Night Count of unsheltered individuals sleeping outside on the Eastside was 197 and the 2014 One Night Count was 178.

The winter shelters have been a key part of the Eastside safety net¹, serving residents from Bellevue (34%), Redmond (11%), Issaquah and Kirkland (6% each) as well as other areas. Individuals who are turned away or remain on a waitlist for other programmatic shelter programs provided by Friends of Youth, Hopelink, and Lifewire are able to access the winter shelter. Winter shelters have been at or near capacity each year. During the current winter season, the men's shelter has ranged from 50 – 75 men per night, and the women's shelter has ranged from 30 – 40 persons per night.

Men	2011-2012	2012-2013	2013-2014 (through Feb)
Nightly capacity	50	50	75
Total unduplicated individuals	249	210	249
Total bednights	4540	4425	5718
Average number served/night	39	36	58

Women and Children	2011-2012	2012-2013	2013-2014 (through Feb)
Nightly capacity	15	40-50	40-50
Total unduplicated individuals	111	123	161
	<i>93 women</i>	<i>106 women</i>	<i>119 women</i>
	<i>18 children</i>	<i>17 children</i>	<i>42 children</i>
Total bednights	1384	2207	2287
Average number served/night	12	16	19 (avg is 25 for Jan. and Feb.)

Lessons Learned

Efforts toward a sustainable and effective long-term shelter solution can be informed by our experiences operating shelters over the past 5 years. These are detailed in the attached report². Some key lessons include:

- Shelters need to be in central locations with full transit service and access to daytime services. More ideal locations would be in non-residential areas.
- While shelter needs are more pronounced during winter months, 'low barrier' shelter is needed throughout the year.
- Clients are served best in a dedicated, non-shared space.
- Regulatory requirements - (fire and life safety, zoning, e.g.) leave limited siting options. Cities may need to consider appropriate changes.

¹ Appendix A: Systems Map

² Appendix B: Lessons Learned

APPENDIX B: Winter Shelter - What We've Learned

The evolution in the shelter model, moving from weather activated to nightly operated, has created many challenges, as well as opportunities.

- **Siting:** Since shifting to the winter model, there have been more challenges than expected with finding siting.
 - Dedicated space: Clients are served best in a devoted space. Dual use locations (i.e. community center activities during day, shelter at night) have challenges.
 - Community Centers experienced large loss of revenue due to lack of space rentals.
 - Minimal screening criteria make it hard to find facilities, even churches, willing to host the shelter.
 - Utilizing dual use space requires additional storage requirements.
 - Regulatory requirements: Finding a space that meets various regulatory requirements (fire life and safety code, zoning requirements) has limited options.
 - Non-residential area: More ideal locations would be in a non-residential area.
- **Winter shelter model (open nightly):** Opening on consecutive nights rather than based on weather criteria brought many benefits:
 - Engage Homeless Individuals: Winter shelter can be used as a point of engagement to move into year-round shelter programs and as a pathway to permanent housing.
 - Other weather conditions: Participants were spared severe weather conditions that rain and wind bring.
 - Manage daily activities: Ability for clients to navigate transportation and daytime care, work schedules, etc.
 - Positive Outcomes: About 60 men and 25 women have transitioned from the winter shelter to the year-round program shelter. Of the 40+ men who have completed the shelter program, over 30 of them have moved into stable, on-going housing.
 - Outreach: Having effective outreach services in place helps engage homeless individuals who wouldn't otherwise seek out shelter.

“We have had many police over the years express that they are grateful to have a place to bring the homeless that are wandering the streets while it is so cold and the weather causes significant risk to life safety.”

David Johns-Bowling, CFH Director of Shelter Services

- **Community Engagement:**

- Broad community engagement and new partnerships: Providers were able to effectively engage and partner with neighborhoods, businesses, churches, libraries, police, and other community stakeholders.
- Resource for public facilities: Shelter providers receive many calls from community centers, libraries, churches, social services agencies, mini-city hall, and individual community members who have encountered the homeless and are trying to assist with finding safe shelter.
- Responsive shelter providers: Providers have found that many people, businesses, organizations, and departments feel the impact of trying to help the homeless or the impact of them using community places. By setting up on-going communication with community stakeholders, issues can usually be mitigated.
- Engaged clients: Many of the homeless care about their community, and they want to be good community members. For example, clients have initiated and organized a community trash pickup day as well as a cleanup day for St. Peter's United Methodist Church, the host of the men's shelter for the last two years
- Role of Faith Community: Faith communities have supported shelters on the Eastside in a number of crucial ways. The Eastside Interfaith Social Concerns Council (EISCC), created both Congregations for the Homeless (CFH) (1994) and The Sophia Way (2008). EISCC supported hosting the shelters, supplying meals for the clients, and contributing other supportive services. Congregations are major financial contributors to CFH and Sophia Way and many sponsor their annual fund raising events. CFH's year round shelter has been housed in congregations for 20 years. The Sophia Way's year round shelter is housed at St Luke's Lutheran Church.

“A couple months ago I received a call from a Bellevue detective who had just heard about our Day Center program. I told him about the services that were offered and also about the EWS. He was so happy to hear of a place men could go during the evenings and also a place during the day they could rest and receive services. About a month later he called again and said some of the issues of loitering at the bus stops had completely gone away. He said he believed this was solely because there is now a place the men can go during the day time and the evening.”

David Johns-Bowling, CFH Director of Shelter Services

APPENDIX C: DEDICATED WINTER SHELTER PROPOSAL

Description

Two separate shelters (one for men, second for women and children) at a dedicated location that operate for 4 months per year. The day center could be incorporated into a shelter without needing any substantial additional space other than potentially some separate office space.

TABLE 1: Winter Shelter Program Features: Per 50 Bed Shelter / Day Center

Program Features		Area
Dining/Tables	Optional (could be done within sleeping area)	1,500 sq ft
Kitchen		500 sq ft
Bath/Laundry		400 sq ft
Sleeping		4,000 sq ft
Office	Office minimum plus extra space such as case management, computer lab. One office dedicated for day services	200 - 400 sq ft
Storage		500 sq ft
Total		5,600 - 7,300 sq ft

Development Cost

There are two primary costs associated with creating each shelter facility. First is the cost associated with securing real estate, and second is the cost of making necessary improvements and associated costs. Securing control of property could be a significant component of overall facility costs. Therefore if a suitable public site can be identified for one or both shelters it would have a significant impact on the amount of other funding that would be required. There are a variety of public and private funding sources that could be used for the acquisition and development of a shelter facility. The following table summarizes potential funding sources.

TABLE 2: Potential Facility Funding Sources

Source	Comment
ARCH	ARCH includes homeless housing as one of goal areas and uses CEH priorities for funding guidance. In 2013 CEH added homeless shelters outside Seattle as a priority for funding.
King County Housing Program	Also uses CEH priorities to guide investment for homeless housing. Often match or exceed ARCH contribution.
State Housing Trust Fund	Includes homeless housing on list of eligible uses. Often match or exceed ARCH contribution.
Private	Could include funds raised through various private sources such as foundations, churches and individuals.
In-Kind	Examples could be furniture donations, reduced labor costs. Could also include site donation / fee relief from a City.

Regional Solid Waste Transfer Plan

Bellevue memo re: Solid Waste Draft Transfer Plan
Report – Part 2

**City of
Bellevue**

Management Brief

DATE: May 11, 2015

TO: Mayor Balducci and City Councilmembers

FROM: Joyce Nichols, Director of Intergovernmental Relations
City Manager's Office

SUBJECT: Regional Solid Waste Draft Transfer Plan Report Part 2

In 2005-2006, the region participated in a multi-stakeholder planning process for the solid waste transfer and disposal system. The process resulted in the 2006 Solid Waste Transfer and Waste Management Plan (approved by the County Council in 2007) that recognized the eight transfer stations in the system and the plans to update or replace the stations (the "Base Plan"):

- Factoria (to be rebuilt on site – currently under construction),
- Houghton (to be closed and replaced with a new northeast county station),
- Bow Lake (rebuilt in 2013),
- Enumclaw,
- Algona (to be replaced by a new south county station),
- Renton,
- Shoreline (rebuilt in 2009) and
- Vashon.

A replacement for Algona is currently in planning, Houghton is still scheduled to close in the early 2020s, and Renton is also again under discussion for closure. Bellevue supported and continues to support this original Base Plan for transfer stations, including the closure of Houghton.

In 2013, the King County Council directed a review of the Transfer Plan (Part 1) in response to several circumstances: the reduction in tonnage due to the economic downturn, a 2011 King County Performance Audit that addressed the cost, number and functionality of the transfer stations, and the revised tonnage forecasts due to the fact that Bellevue, Clyde Hill, Yarrow Point, Medina and Hunts Point did not sign the new extended ILA through 2040.

Bellevue was actively involved in that review and provided feedback to the County in several letters and forums regarding impacts to the City, the Factoria Transfer Station and surrounding area, and the Eastgate Way property owned by the County. Although the final report from the Part 1 review recommended that the new northeast transfer station be kept as a potential future facility to retain flexibility in the system, the County Council directed additional review of the northeast and Renton service area needs (Part 2 review)

through a proviso in the 2015 budget. The direction provided was to analyze operational, policy and capital strategies to provide transfer service to the northeast portion of King County, including the comparison of building a new transfer station versus implementing demand management strategies instead. In other words, the staff's assignment was to find a way to not build a new transfer station in the northeast county. The County Council also requested an analysis of the potential closure of the Renton Transfer Station. The Part 2 review assumes that Houghton will close as planned.

The Transfer Plan Review Part 2 Draft Report was issued on March 31, 2015 and concluded the following:

Based on the data and the analysis the division has done to date, it appears that there are viable alternatives to building a new Northeast Recycling and Transfer Station even when the Houghton Transfer Station is closed (no later than 2023). These alternatives are not without impacts, however, and they require the support and potential policy actions from our City partners. The alternatives require a variety of other actions and decisions that must be taken in order to mitigate the impacts on other transfer stations.

Bellevue and several other cities in northeast King County have serious concerns regarding the proposal to not include a new northeast transfer station in the comprehensive plan. There are significant negative impacts to Bellevue and other northeast cities, and the concerns were captured in letters sent to the County as part of the public comment process on the Part 2 draft report.

Attached are the following comment letters:

- Joint letter to the King County Executive and County Council signed by the Mayors from Bellevue, Beaux Arts, Clyde Hill, Bothell, Hunts Point, Medina, Newcastle, Renton and Yarrow Point, dated May 6, 2015
- Bellevue letter to the Director of the King County Department of Natural Resources and Parks regarding the Factoria Transfer Station Conditional Use Permit, dated May 6, 2015
- Bellevue comment letter to the King County Executive and County Council regarding the Transfer Plan Review Part 2 Draft Report, dated May 6, 2015

On a related issue, Bellevue and King County have been discussing Bellevue's potential purchase of the County's property located on Eastgate Way in exchange for Bellevue signing the new extended Solid Waste Interlocal Agreement. The City has had a long-standing interest in purchasing that property for many reasons. The Council adopted an Eastgate/I-90 Corridor Plan to implement the City's vision for development of the area. The property is ideally situated for mixed use, transit-oriented development near the Eastgate Park and Ride and Bellevue College. In particular, the property could be developed using a public/private partnership for commercial uses as well as important public uses, such as affordable housing or as a possible homeless shelter.



May 6, 2015

Dow Constantine, King County Executive
King County Chinook Building
401 – 5th Ave, Suite 800
Seattle, WA 98104

RE: Comments on Transfer Plan Review Part 2 Draft Report

Dear Executive Constantine:

In response to the request for comments on the Transfer Plan Review Part 2 Draft Report, we are writing to strongly urge King County to retain the option of a new northeast transfer station as a potential future facility in the Solid Waste Comprehensive Plan. Retaining this option in the Plan ensures that upon closure of the Houghton and Renton Transfer Stations, there are sufficient facilities capable of handling the future tonnage and traffic generated in the northeast region of the County in an efficient and equitable manner.

Without the option of a new northeast transfer station, the negative impacts to the remaining transfer stations, traffic, the environment, regional equity, system efficiency, local collection rates and station users are significant and unacceptable, including the following:

- **Regional equity is not achieved:** The Draft Report is inconsistent with the County Code requirement for regional equity in siting transfer stations. The result will be that one area of the County will absorb an undue share of impacts. Of particular concern is that the proposals are inconsistent with the Factoria Transfer Station Conditional Use Permit, and Bellevue has indicated it will be enforcing the permit as necessary.
- **Disproportionate impacts:** The concepts and strategies relied upon will result in disproportionate impacts across the County, creating a two class transfer station system with inconsistent and unfair policies, services and rates across the system. The northeast portion of the County will be underserved due to restricted self-haul and recycling opportunities. It will be overburdened with increased traffic and negative environmental impacts to air quality and noise. Higher fees and rates, both at the transfer stations and through increased costs to local collection contracts due to longer hauling distances and

traffic congestion, will also disproportionately impact the northeast County. The fees and rates paid by customers in northeast King County will be supporting higher levels of service and increased capital investments in other parts of the County, but not the northeast.

- **Assumptions and mitigation strategies do not appear to be viable:** The Draft Report is based on a combination of assumptions and strategies that are untested. Regional support for sweeping policy changes is uncertain at best. This is particularly true for the County's assumption that the region will reach a 70% recycling rate based on behavioral changes that are notoriously hard to influence. Even if all of the mitigation strategies are successfully implemented, there is no data to support the County's conclusion that the operational and policy changes will fully mitigate the decision not to build a new northeast station, and there is no contingency plan if the strategies fail.
- **Self-haul impacts are not adequately addressed:** The proposed strategies did not adequately consider impacts to large institutional self-haulers or small business owners. King County has failed to consider that self-haul includes large institutions that run their own collection, such as cities, school districts or Boeing. Self-haulers also include small business landscape companies that depend on easy access to self-haul at the end of each business day. These stakeholders need to be specifically targeted to identify concerns and obtain buy-in to the proposed restrictions and rate impacts.

The Draft Report identifies significant impacts to all of northeast King County that have not been adequately addressed nor vetted with stakeholders. We urge the County to carefully consider the future and plan a system that provides a geographically balanced, flexible system of transfer stations that is able to meet the needs of a growing County without placing undue burden on just one area.



Mayor Richard Leider
Town of Beaux Arts Village



Mayor Claudia Balducci
City of Bellevue



Mayor George Martin
City of Clyde Hill



Mayor Joshua Freed
City of Bothell



Mayor Joe Sabey
Town of Hunts Point



Mayor Patrick Boyd
City of Medina



Mayor Steven J. Buri
City of Newcastle



Mayor Denis Law
City of Renton



Mayor Dicker Cahill
Town of Yarrow Point

cc: King County Councilmembers
Diane Carlson, Director of Regional Initiatives, King County Executive
Christie True, Director, Department of Natural Resources and Parks (DNRP)
Pat McLaughlin, Director, Solid Waste Division, DNRP



Post Office Box 90012 • Bellevue, Washington • 98009 9012

May 6, 2015

Christie True, Director
King County Department of Natural Resources and Parks
201 South Jackson Street, Room 700
Seattle, WA 98104

RE: Adequacy of Analysis and Mitigation for the Factoria Recycling and Transfer Station Permits

Dear Ms. True:

This is to provide you with information about the City of Bellevue's concerns regarding revisions currently under study to transfer service plans in the northeast portion of King County. After review of the Transfer Plan Review, Part 2, Draft Report, it is apparent that modifications to the regional system now under consideration by the County will result in environmental impacts to the Factoria Recycling and Transfer Station (RTS) that were not addressed by the Conditional Use Permit applications submitted to City of Bellevue for review in 2012. At that time, the Factoria RTS was characterized as one of eight existing King County transfer stations, and analyzed as such. As described in the new Draft Report, significant changes in (1) existing and planned stations and (2) operational strategies are under consideration. If these changes are implemented, the City will need to require a new Conditional Use Permit in order to analyze and address the anticipated impacts. In addition, a full Environmental Impact Statement (EIS) that evaluates the alternatives being considered by the County will be necessary BEFORE options are foreclosed or actions set in motion that would make the impacts identified in the Draft Transfer Plan a virtual certainty in Factoria.

The Conditional Use Permit (12 110986 LB) and Critical Area Land Use Permit (12 110987 LO) for the Factoria RTS were approved by the City of Bellevue on November 21, 2012. The Mitigated Determination of Non-Significance for these applications was issued by King County on March 8, 2012. The Transportation section of that DNS primarily referenced traffic impacts during construction. Traffic impacts during operation of the site were addressed in the DNS by this statement: "Due to anticipated volume growth at the Factoria RTS, evaluation during operation may be required to assess the need for an additional inbound scale to minimize traffic queuing under future conditions."

Although the City of Bellevue did not issue the DNS for this application, City staff did review and assess long term, mid-range, and short term operational impacts during review of the CUP

application. An approval of the CUP relied upon project disclosures provided by the County. With regard to long term traffic impacts, staff determined that the proposal was consistent with the City's Transportation Facilities Plan EIS. Payment of a traffic impact fee alleviates traffic congestion caused by the cumulative impacts of development. Analysis of mid-range traffic impacts, typically assessed through a Traffic Standards Code (BCC 14.10) concurrency analysis, was not undertaken since the proposal's net p.m. peak hour trip generation of 12 trips did not meet the 30 p.m. peak hour threshold. Information as to short term operational impacts was provided in the "Factoria Recycling and Transfer Station Replacement Project Traffic Impact Analysis" dated January, 2012, by HDR Engineering, Inc. This traffic impact analysis (TIA) was reviewed by City staff, is included in the City's file for this project, and was one of the bases upon which the CUP was conditioned and approved.

Day-of-opening (assumed to be 2014) trip generation was determined to be 12 net new p.m. peak hour trips. Additional trips anticipated for the long term (assumed to be 2042) were forecasted to be 44 net new p.m. peak hour trips. The TIA analyzed both the 2014 and 2042 scenarios and determined that all the study intersections would remain at the same level of service with and without the proposed Factoria RTS improvements.

The County's consultant also provided a Queuing Analysis Technical Memorandum, dated November 3, 2011. This Memorandum indicated that the average queue at the entrance would not produce any negative effects to the adjacent commercial driveway on either the weekdays or the weekends in 2014, but would spill back to the commercial driveway for 10% of the station's operating hours on the weekdays and 60% on the weekends in 2042. The Development Services Department (DSD) of the City of Bellevue concurred with the conclusions reached in the County's DNS and the technical memoranda submitted in support of the County's CUP application. In addition to the King County Department of Natural Resources and Parks, Solid Waste Division (KCSWD), Mitigated DNS and the queuing and traffic impact analyses described above, the following technical memoranda were also used as the bases upon which the CUP was conditioned and approved:

- Visual Quality Impact Assessment
- Geotechnical Report
- Biological Evaluation
- Critical Areas Report
- Noise
- Air Quality

KCSWD is now considering operational, policy, and capital strategies for providing transfer service to northeast King County. These Concepts and their resulting impacts, described in the Transfer Plan Review, Part 2, Draft Report, include abandonment of a Northeast Transfer Station project, closure of the Houghton Transfer Station, closure of the Renton Transfer Station, and various operational strategies regarding hours of operation and restrictions upon classes of users. These strategies prioritize customer wait time and efficient usage of transfer stations.

Unfortunately, these priorities would result in unmitigated impacts on the operation of the Factoria RTS and the surrounding public facilities and on the use of private property in the vicinity. For example, Concept 2 restricts the hours that self-haulers can use the Factoria RTS, and also extends the hours, so that self-haulers are encouraged to use those extended hours. As documented in spreadsheets in Attachment 3 of the Draft Report, this restriction shifts trips to Bellevue's street system peak hours, increasing volumes between 4 p.m. and 6 p.m. by hundreds of trips. This operational change pushes self-haul access to the Factoria RTS into the p.m. traffic peak for the City of Bellevue. This impact was not analyzed as part of the Factoria RTS application review, is not consistent with the terms of the County's CUP approval, represents an unmitigated impact that would be inconsistent with SEPA and GMA, and will not be permitted to occur in the City.

Additionally, as noted in the Draft Report, weekday queues at the Factoria RTS of 130 vehicles and Saturday queues of over 180 vehicles are predicted to occur with closing of the Houghton Transfer Station. Mitigation strategies for these queues are referenced, but are not otherwise detailed. Not only would these queues represent another unmitigated impact on properties in the vicinity of the Factoria RTS, the queue lengths would not meet the County's own level of service standards and would significantly reduce customer functionality at the Factoria RTS and other remaining transfer stations in the system.

The impacts of the range of strategies now contemplated by the County's plan for providing transfer service were not addressed by the Conditional Use Permit approved by Bellevue for the Factoria RTS. Therefore, to the extent that program changes to the transfer station system by KCSWD change assumptions upon which the Factoria RTS CUP was issued and conditioned, the County will be held to impact levels disclosed in the CUP. Modification to the approved CUP will be necessary based on updated analysis of the above-referenced technical memoranda before any operational changes can be made to Factoria. Given the information contained in the Transfer Plan Review Draft Report, the operational changes contemplated in several of the identified Concepts appear likely to cause a significant adverse environmental impact for which mitigation cannot be easily identified. Therefore, a full EIS that evaluates the alternatives being considered by the County will be necessary.

Should the County commit to pursuing any of the Concepts that would change the currently eight station system, a new CUP application would be required based on analysis contained in an EIS. This new application would, at a minimum, need to address increased p.m. peak hour trip generation, queuing, and levels of service at affected City of Bellevue intersections, the air quality impacts associated with the queuing, and the redistribution of regional traffic that would be necessary to access a more distributed system of transfer station facilities as well as the noise impacts associated with expanded station operations that would be necessary to redistribute the solid waste tonnage to fewer stations. It is anticipated that a concurrency analysis would be required as a component of this review. In addition, payment of an updated traffic impact fee, currently anticipated to be \$5000 per p.m. peak hour trip as of January 1, 2016, would be

required with any approval of expanded usage at the Factoria RTS. It is our expectation that the County would pursue all necessary approvals and environmental review before any changes are made to the existing system plans that would change Factoria RTS operations disclosed by the County in its application for CUP approval. Please be advised that the City will begin proceedings necessary to enforce the terms of the existing CUP approval should it become necessary.

Sincerely,



Carol Helland, Director, Land Use Division
Development Services Department

Cc: Bellevue City Councilmembers
King County Councilmembers
Dow Constantine, King County Executive
Diane Carlson, Director of Regional Initiatives, King County Executive
Pat McLaughlin, Director, King County Solid Waste Division
Bob Burns, Deputy Director, Department of Natural Resources and Parks
Kevin Kiernan, Assistant Division Director, Solid Waste Division, DNRP
Diane Yates, Intergovernmental Liaison, Solid Waste Division, DNRP



Post Office Box 90012 • Bellevue, Washington • 98009 9012

May 6, 2015

Dow Constantine, King County Executive
King County Chinook Building
401 - 5th Ave, Suite 800
Seattle, WA 98104

RE: Bellevue Comments on Transfer Plan Review Part 2 Draft Report

Dear Executive Constantine:

In response to the request for comments on the Transfer Plan Review Part 2 Draft Report, transmitted to the King County Council on March 31, 2015, Bellevue is writing to strongly urge the County to retain the option of a new northeast transfer station as a potential future facility in the Solid Waste Comprehensive Plan. Although the final report from the Part 1 review recommended that the new northeast transfer station be kept as a potential future facility to retain flexibility in the system, the County Council directed additional review of the northeast and Renton service area needs, which led to the current Transfer Plan Review Part 2 Draft Report ("Draft Report").

The City has the following serious concerns about the true viability of closing the Houghton (and potentially Renton) Transfer Stations without a plan to replace the capacity and service provided by those stations with a new transfer station in the northeast region of the County at some point in the future:

1. The Draft Report is inconsistent with the County Code requirement for regional equity in siting transfer stations.
2. The concepts and strategies relied upon will result in disproportionate impacts across the County and system inefficiency.
3. The Draft Report is based on a combination of assumptions and strategies that are untested and lack the regional support that would be needed for implementation. Even if successfully implemented, there is no data to support the County's conclusion that the operational and policy changes will fully mitigate the decision not to build a new northeast station when Houghton closes.
4. The proposals in the Draft Report are inconsistent with the Factoria Transfer Station Conditional Use Permit (CUP).
5. The Draft Report does not support the County policy of equity and social justice.
6. It is unrealistic to assume that the region can achieve a 70% recycling rate, and there is no contingency plan if the region does not reach that goal.
7. The proposed strategies did not adequately consider impacts to large institutional self-haulers or small business owners.

8. The concepts and strategies relied upon in the Draft Report will cause significant adverse environmental impacts.
9. Northeast cities will experience increased rates in local collection contracts.
10. Public outreach on potential operational and policy changes was inadequate.

Additional information about each of the City's concerns is included below.

1. The Draft Report is inconsistent with the County Code requirement for regional equity in siting transfer stations.

King County Code 10.08.030 requires that "to the extent practicable, solid waste facilities shall be located in a manner that equalizes their distribution around the county, so that no single area of the county will be required to absorb an undue share of the impact from these facilities." (emphasis added)

Both the provision of services and the responsibility for supporting those services should be equitably distributed. The proposals in the Draft Report shift an undue share of the impacts from the system to the Factoria Transfer Station and Bellevue, violating County Code.

Localized impacts include long traffic queues and long wait times at Factoria Transfer Station. Queue lengths would cut off all access to businesses along SE 32nd Street and disrupt traffic all the way to the intersection with Richards Road (a ¼ mile backup on a local street). The Draft Report also proposes to shift self-haul traffic away from the transfer station peak time to later in the afternoon – right into the afternoon rush hour peak. Intersections in the vicinity of Richards Road will likely be severely impacted and were only addressed in a cursory manner in the Draft Report. The environmental impacts associated with the increased traffic in the vicinity of the Factoria Transfer Station include at a minimum air quality and noise, which were also not adequately addressed in the Draft Report.

In addition to Bellevue, all of the northeast region will experience undue impacts through increased drive times to reach a transfer station, increased queues and wait times, increased traffic congestion, negative air quality impacts, and rate impacts as haulers will charge more in local collection contracts to account for increased travel and wait times to reach transfer services.

2. The concepts and strategies relied upon will result in disproportionate impacts across the County and system inefficiency.

The proposals effectively create a two class transfer station system in King County, with a lack of consistent policies, services and rates across the system. The northeast portion of the County will be both underserved and overburdened while the other areas of the County will be fully served by transfer stations that are geographically distributed for maximum system efficiency. In fact, currently the County is actively working on the siting and replacement of the Algona Transfer Station, which will serve south King County along with the Bow Lake Transfer Station.

System users in south King County will have a complete range of transfer and recycling services available to them, better and more convenient access to such services, shorter queues, shorter wait times, shorter drive times, fewer environmental impacts and potentially lower fees and rates. These users will not be sharing the impacts that those in the northeast County will be.

Northeast County users will have restricted self-haul and recycling opportunities, restricted access due to operating hours changes and/or peak pricing, longer queues and wait times, negative environmental impacts, and higher fees and rates, both at the transfer station and through increased costs to local collection contracts due to longer hauling distances and increased traffic congestion. At a minimum, the northeast County will be paying the same tipping fee as the rest of the County for services and capital construction projects that they will not benefit from. And, as discussed in more detail below, institutional or business self-haulers will be hit particularly hard by the proposals. Overall, the proposals will result in lower service levels for those that are bearing the most burden of hosting transfer facilities.

3. The Draft Report is based on a combination of assumptions and strategies that are untested and lack the regional support that would be needed for implementation. Even if successfully implemented, there is no data to support the County's conclusion that the operational and policy changes will fully mitigate the decision not to build a new northeast station when Houghton closes.

The conclusion drawn in the Draft Report that the option to not build a new northeast station is viable is based on a combination of assumptions and strategies that rely heavily on behavioral changes that are notoriously hard to influence and not entirely under the control of the County. Examples include the assumption that the region will achieve a 70% recycling rate by 2030 (discussed in more detail below) and that demand management strategies will significantly change self-haul behavior.

The County primarily relied on a very limited and flawed data set to support its conclusions. The primary data was drawn from a self-selected transfer station survey that was conducted in less than two months, in the winter time and spanned the holiday season. Such a survey is unlikely to capture the true range of transfer station stakeholders, and it is unwise to rely on such a limited sample to draw conclusions that have very significant and wide-ranging impacts if not successful.

Several of the strategies assumed in the Draft Report rely upon significant policy changes and other actions by every city in the system and King County. These include adopting mandatory collection ordinances and reducing bulky waste fees in each city's private hauling collection contract. The 70% recycling goal assumption in and of itself is likely to require many more such actions by all cities, including mandates, bans and the funding of garbage "police." There is no evidence and no assurances that cities will be willing to undertake such sweeping policy changes. The County should not rely on contract changes for mitigation when those changes are not under the County's control. Opening up collection contracts could also prove to be problematic for cities. Initiating changes to bulky waste fees may impact other terms in city contracts and lead to higher costs, which

may be compounded if at the same time haulers look to recoup increased costs due to increased drive and wait times.

Even if cities were willing to adopt mandatory collection ordinances and reduce bulky waste fees for curbside pickup, there is very little evidence to suggest that such policy changes will significantly reduce self-haul trips. Only 1/3 of the cities in King County's system have mandatory collection ordinances. Many of those cities have self-haul rates that are similar or even higher than cities that do not have mandatory collection ordinances. The County's data shows that self-haulers in mandatory collection cities represent 40% of the total self-haul traffic at the County's transfer stations.

4. The proposals in the Draft Report are inconsistent with the Factoria Transfer Station Conditional Use Permit (CUP).

The City will be providing an official letter under separate cover regarding the Factoria Transfer Station Conditional Use Permit because the Draft Report is inconsistent with the CUP approval, which was based on an eight station system and underlying traffic and technical analyses that formed the basis of the approval. Modification of the CUP will be required if and when the County acts on the new transfer plan as part of the Solid Waste Comprehensive Plan to close Houghton and/or Renton and remove the new northeast station from the plan. These actions will trigger a requirement for a full Environmental Impact Statement. The new application will need to address the shift of traffic trips to Bellevue's afternoon peak hours, queuing levels of service at intersections, redistribution of regional traffic, noise and other environmental impacts. The City will begin proceedings to enforce the terms of the CUP should it become necessary. Please see the City's CUP letter for more specific details on enforcement of the CUP.

5. The Draft Report does not support the County policy of equity and social justice.

The County's equity and social justice ordinance requires the County to "consider equity and social justice impacts in all decision-making so that decisions increase fairness and opportunity for all people, particularly for people of color, low-income communities and people with limited English proficiency or, when decisions that have a negative impact on fairness and opportunity are unavoidable, steps are implemented that mitigate the negative impact."

The County included several maps in the Draft Report that display the communities in the County using various demographic factors. Several of the maps highlight the disparity between the areas near the Factoria Transfer Station in east Bellevue and the rest of the northeast service area of the County where a new northeast station would need to be sited. In particular, the maps show that median household incomes are significantly lower and the percent of the community below 200% of the federal poverty line is significantly higher in the east Bellevue/Factoria Transfer Station area as compared to the rest of the northeast service area. When combined with the disproportionate impacts discussed above, it appears that the less affluent area of the County is being sacrificed for the benefit of the wealthier service area.

The proposed restrictions to self-haul hours, a potential ban on yard and wood waste disposal at Factoria Transfer Station and peak pricing are all strategies that will disproportionately negatively impact small business landscape companies in northeast King County. These small companies tend to be minority-owned, and the proposed strategies conflict with the County's social justice policies by unfairly burdening the business operations of these landscapers. The landscapers need convenient, fairly priced opportunities to dispose of the yard and/or wood waste from their businesses each day – the same opportunities that are available to landscapers who operate in south King County.

6. It is unrealistic to assume that the region can achieve a 70% recycling rate, and there is no contingency plan if the region does not reach that goal.

King County has set an ambitious goal of achieving a 70% recycling rate County-wide, across all customer sectors (i.e., single-family, multifamily, and commercial) by 2030. Today's recycling rate in the County is 53%. As mentioned above, it will take drastic restrictions, bans, and mandates to achieve – most of which have never been tested alone, much less in combination, and there is no commitment by the cities throughout the County to take such drastic actions on behalf of their customers.

Until all policies, restrictions, bans, and mandates have been adopted, and actual data establishes that progress is being made in a timely fashion towards achieving the 70% recycling rate, this cannot serve as a foundational assumption for such a significant change in the solid waste transfer system plan. The most striking omission in the Draft Report, given the large uncertainty associated with this key assumption, is that there is no recognition that the new northeast station should be kept as an option in the Solid Waste Comprehensive Plan as a contingency in case the region does not achieve the target goal.

The Draft Report states that “a ten percent lower recycling rate by 2030 would equate to an approximate 33 percent increase in tonnage.” (pages 3 & 16) Even a small failure to make progress in achieving the recycling goal has a huge impact on tonnage that will need to be handled through the transfer system. Yet the Draft Report concludes that “it is not expected to have a substantial effect on transactional volume.” It is not realistic to conclude that a 33% increase in tonnage would not have a substantial effect on transactional volume. This highlights the large risk associated with reliance upon the assumption that the region will achieve the 70% goal.

The City of Seattle has had mandates and bans for years, yet Seattle's recycling rate is only 60% (data taken from Seattle website; the Draft Report states Seattle's rate as 56%). In addition, the Draft Report cites no data from the City of Seattle correlating Seattle's actions and changes to its recycling rate. The King County road to 70% is guaranteed to be more difficult given the diversity of jurisdictions and approaches to recycling, so Seattle's experience should serve as a warning to those who want to rely on recycling as the alternative to building a new northeast station.

Given that the region has not established the policies and actions that will need to be implemented to achieve the 70% target, it is unknown how much of the anticipated

recycling will occur at the curb and how much will be captured through materials processing at the transfer stations through on-site separation. If the latter, then that material has to be accounted for in the tonnage that is being processed through the transfer system, even if it is not garbage. It is unclear if these materials are being accounted for in the volume calculations and impacts on the transfer system.

The Draft Report includes banning yard debris and wood waste from Factoria Transfer Station without a plan for where those materials will go. If banned, it is possible that yard debris and wood waste would end up in the garbage. Landscapers and others may not be willing to drive to less convenient alternative sites, and this could result in these materials being improperly disposed of as garbage.

7. The proposed strategies did not adequately consider impacts to large institutional self-haulers or small business owners.

King County defines “self-haul” as “[a]nyone who brings garbage, recyclables, and/or yard waste to a transfer facility except a commercial collection company.” King County fails to account for the fact that self-haul includes large institutions that run their own collection, like Boeing, the Bellevue School District, and Bellevue Community College. Every jurisdiction in the County, including the City of Bellevue, is a self-hauler. Self-haul is not just the mom/pop/weekend warrior hauling their garbage to the transfer station, and the Draft Report does not address this distinction. There has been no outreach to the larger institutional self-haulers to identify their concerns and get their buy-in to the proposed restrictions, changes, and rate impacts.

Additionally, the potential impacts to small businesses in the area, such as the small landscaping companies that depend on being able to dump their loads at the end of the day, have not been evaluated. Illegal dumping may increase, and then jurisdictions are left to try and solve yet another problem with limited resources.

8. The concepts and strategies relied upon in the Draft Report will cause significant adverse environmental impacts.

As mentioned above, the proposals result in long wait times at Factoria Transfer Station, with cars idling in long queues on local streets. This has a significant environmental impact to air quality, noise and greenhouse gasses. Changing operating hours to shift self-haul traffic to peak commute times further exacerbates these impacts. The entire northeast region will experience negative air quality and greenhouse gas environmental impacts from increased traffic congestion on regional and local roads as commercial haulers and self-haulers travel further to reach transfer services.

Traffic and queues also increase pollution in stormwater runoff and negatively impact surface water quality in Bellevue’s Greater Kelsey Creek Basin, an important basin for salmon habitat. These significant impacts were not addressed at all in the Draft Report.

9. Northeast cities will experience increased rates in local collection contracts.

The reduction in the number of transfer stations in the northeast area of the County will result in local commercial haulers traveling further to reach transfer services. The increased travel and wait times will result in haulers charging more in local collection contracts for the impacted northeast cities. In addition, one of the strategies relied upon by the County for mitigation is lower bulky waste fees for curbside pickup. This could require all cities opening up local collection contracts to renegotiate services, costs and customer pricing, which is not necessarily an easy or straightforward process for cities to undertake.

10. Public outreach on potential operational and policy changes was inadequate.

The County's public outreach on the Draft Plan was very limited. Given how heavily the County is relying upon behavioral changes, significant outreach would be required to educate various stakeholders on the potential changes and impacts and obtain meaningful feedback. As mentioned above, the limited two month self-selected survey of transfer station users was inadequate in even capturing a true survey of transfer station users. The County did not even attempt to educate and obtain feedback from the general public or the variety of stakeholders that will be impacted regarding the other mitigation strategies it is considering. At a minimum, the County should have conducted several public hearings and meetings with city councils on its transfer station mitigation proposals along with the policy changes that would be needed to achieve a 70% recycling rate.

Thank you for the opportunity to comment on the Draft Plan. We trust that our concerns will be addressed as the County's moves forward in finalizing its transfer plan and Solid Waste Comprehensive Plan.

Sincerely,



Brad Miyake
City Manager

cc: Bellevue City Councilmembers
King County Councilmembers
Diane Carlson, Director of Regional Initiatives, King County Executive
Bob Burns, Deputy Director, Department of Natural Resources and Parks
Christie True, Director, DNRP
Pat McLaughlin, Director, Solid Waste Division, DNRP
Kevin Kiernan, Assistant Division Director, Solid Waste Division, DNRP
Diane Yates, Intergovernmental Liaison, Solid Waste Division, DNRP

Aquatic Center Planning

Kirkland presentation on Indoor Recreation Facilities and
formation of Metropolitan Park District

Bellevue white paper on Bellevue Aquatic Center

Kirkland City Council / Bellevue City Council

Joint Meeting

May 11, 2015

Topic: Indoor Recreation Facilities

	Kirkland	Bellevue
Planning Status:	Indoor Recreation Facility Plan completed in 2007. Study to secure replacement of Aquatic Center at Juanita High School began in 2013. Planning for future aquatic, recreation, and community (ARC) Center is ongoing.	Aquatic Center feasibility Study completed in 2009. Study to replace Bellevue's Odle pool.
Facility Type:	Multi-purpose community recreation center with 32-meter pool (option to 50-meter)	Multi use aquatic center featuring competition, water sports, recreation, adult fitness and warm water therapy. Five alternatives studied ranging from an outdoor pool to an indoor national aquatic center.
Facility Size:	87,000 – 105,000 sq. ft.	70,000 -139,500 sq. ft.
Estimated Cost:	\$48 - \$67 million	\$19 - \$114 million
Land Acquisition Included:	No	No
Siting Status:	Preference for Totem Lake Urban area. City seeking private property.	Highland Community Park or Bellevue College campus
Funding:	Considering Metropolitan Park District (see attached)	Voter initiative, cost share with school Districts, fundraising, private investment
Timing	Considering November 2015 ballot measure	No timeline established
Partners:	Desired. Outreach to potential partners. No commitments at this time.	Desired. Outreach to potential partners. No commitments at this time.

For more information:

Kirkland ARC Center: www.kirklandwa.gov – Search: ARC**Discussion Questions**

1. If Kirkland voters approve a MPD in 2015 as the funding mechanism to build the proposed ARC, would Bellevue consider partnering with Kirkland on a similar timeline?
2. An MPD has authority to invest inside or outside the MPD borders (see attached). If Bellevue can partner on a similar timeline, should the concept of an expanded Metropolitan Park District encompassing both communities be further explored?
3. Are there other opportunities for Bellevue and Kirkland to cooperate or partner on meeting the health, wellness, and indoor recreation needs of their respective communities?

Metropolitan Park District

Metropolitan Parks District (MPD) (RCW 35.61), a metropolitan park district may be created for the management, control, improvement, maintenance, and acquisition of parks, parkways, boulevards, and recreational facilities. MPDs have the authority to levy up to \$0.50 per \$1,000 of assessed valuation for operations and maintenance and another \$0.25 per \$1,000 of assessed valuation for capital projects, for a total of \$0.75 per \$1,000.

The purpose of an MPD is "to manage, control, improve, maintain and acquire parks, parkways, boulevards and recreational facilities within a defined area." MPDs are also permitted access to property taxes available to Junior Taxing Districts, thus granting an MPD an increment of taxing authority that is not otherwise available to cities. In effect, an MPD provides new resources that are outside the competition with other City departments for General Fund resources.

Tacoma voters approved an MPD one month after the original law was enacted in 1907. In 2001 the State amended the legislation in order to make the creation of MPDs more accessible for all cities, counties and unincorporated areas. The new legislation made it possible for an MPD to be created within a single jurisdiction and allowed existing city councils or county commissioners to act as the governing board of the MPD. As of 2015 there are 17 metropolitan park districts in Washington. The City of Seattle is the most recent city jurisdiction to form an MPD, with Seattle voters approving the Seattle Park District in November 2014.

At the Kirkland City Council retreat in February 2015, the Council received a presentation from Foster Pepper attorney Alice Ostdiek on the mechanics and merits of a Metropolitan Park District, or MPD, as a potential funding mechanism for the ARC.

Kirkland asked Ms. Ostdiek whether a Kirkland-only MPD could invest funds outside the boundary of the MPD if a partnership opportunity with Redmond or Bellevue emerged but on different timelines than the City of Kirkland is contemplating. Ms. Ostdiek provided the following analysis: "Such an arrangement outside the boundaries would be fine (so long as the Metro Park District is not exercising eminent domain outside of its boundaries). Some specific statutory references:

- RCW 35.61.130(2) references the power to "regulate, manage and control the parks...[etc.]...under its control...." (i.e., no reference to being located within its boundaries).
- RCW 35.61.130(3) specifically grants "...the power to improve, acquire, extend and maintain, open and lay out, parks, parkways, boulevards, avenues, aviation landings and playgrounds, within or without the park district...and may pay out moneys for the maintenance and improvement of any such parks, parkways, boulevards, avenues, aviation landings and playgrounds as now exist, or may hereafter be acquired, within or without the limits of said city and for the purchase of lands within or without the limits of said city, whenever it deems the purchase to be for the benefit of the public and for the interest of the park district, and for the maintenance and improvement thereof and for all expenses incidental to its duties..."
- RCW 67.20.010 provides that: "Any...separately organized park district acting through its board of park commissioners or other governing officers...shall have power, acting independently or in conjunction with the United States, the state of Washington, any county, city, park district, school district or town or any number of such public organizations to acquire any land within this state for park, playground, gymnasiums, swimming pools, field houses and other recreational facilities, bathing beach or public camp purposes and roads leading from said parks, playgrounds, gymnasiums, swimming pools, field houses and other recreational facilities, bathing beaches, or public camps to nearby highways by donation, purchase or condemnation, and to build, construct, care for, control, supervise, improve, operate and maintain parks, playgrounds, gymnasiums, swimming pools, field houses and other recreational facilities, bathing beaches, roads and public camps upon any such land, including the power to enact and enforce such police regulations not inconsistent with the constitution and laws of the state of Washington, as are deemed necessary for the government and control of the same. The power of eminent domain herein granted shall not extend to any land outside the territorial limits of the governmental unit or units exercising said power."



Date: May 11, 2015

To: Mayor Balducci and City Councilmembers

From: Patrick Foran, Director

Discussion: Aquatic Center Partnership

BELLEVUE AQUATIC CENTER

The City of Bellevue owns the Odle Pool, a Forward Thrust pool opened in 1971 and transferred to the City and expanded in 1997. It contains a conventional 6-lane pool, has a diving L attached, as well as a separate therapy pool. The 6-lane pool no longer meets basic standards for swim meets, but is utilized by a variety of high school and age group swim teams for practice. The therapy pool is a great amenity, and supports a number of therapy users and other functions. However, this is the only public pool in Bellevue, and it has to support a significant number of aquatic needs for a population of 130,000. It is also significant that there are no pools in any of Bellevue's four high schools. As a result, all high school swim meets are held outside the city limits.

BELLEVUE AQUATIC CENTER FEASIBILITY STUDY

In 2008, Council commissioned an Aquatic Center feasibility study. Completed in September 2009, the study was intended to assist the City to determine if, and to what extent, it supports the development of an aquatic center. A public outreach effort included stakeholder meetings, focus groups, and a public interest survey. The study included an evaluation of the current market conditions, preliminary facility and site analysis, and financing options. Capital and operating costs were analyzed for five facility models, ranging from a \$19 million outdoor leisure pool with an estimated annual operating surplus of \$130,000 to a \$114 million indoor national aquatic center requiring an estimated \$1.9 million annual operating subsidy. Each facility emphasizes different market segments, ranging from recreation to competition, serving multiple watersports, and contained capacity for additional program components, such as warm water therapy and adult fitness, and instruction.

Council expressed general support for a major aquatic facility at a March 2009 study session, though concerned about the building and operating costs, and asked staff to explore partnerships with other communities and the private sector. Staff has explored interest of nearby communities including Kirkland, Redmond, Issaquah, Mercer Island, and Sammamish for a partnership, including the formation of a Metropolitan Park District to fund the development and operation of multiple new aquatic centers to replace the old Forward Thrust pools (former King County facilities). Staff have also discussed partnership interest with the Bellevue School District, YMCA and Bellevue College. After the initial round of discussions with nearby communities, there was a general consensus that there was sufficient demand in each city to support a pool but everyone was in a different place on timing and community priority, and that it was best for each community to move at its own pace.

Since that time, Sammamish has proceeded on its own to develop a pool/recreation center in partnership with the YMCA. Redmond has done community outreach work for a pool/recreation center and its Council is now considering potential sites and the timing horizon is still several years out. Kirkland has explored the formation of a Metropolitan Park District to fund a pool/recreation center and have set a goal to be on the November 2015 ballot.

PARTNERSHIP WITH KIRKLAND

A partnership with Kirkland seems unlikely at this time as they are much further ahead and are targeting a November ballot measure to establish a Metropolitan Park District to fund the pool/recreation center and possibly other park needs. Bellevue is also contemplating a ballot measure for the future, but the content and timing is not known. Kirkland's facility model is also different than the Bellevue alternatives that were studied. Kirkland's incorporates a full-service community center with gymnasiums, classrooms, and meeting space along with a pool. Bellevue's focus is on a full range of aquatic activities; competition, recreation, watersports, and warm water therapy. Kirkland's preferred location in the Totem Lake Urban Area is not convenient for many of Bellevue's residents.

COUNCIL PRIORITY

Although Council has supported exploring the feasibility of a new Bellevue Aquatic Center in the past, it is not currently on the list of Council priorities.