

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Extended Study Session

April 14, 2008
6:00 p.m.

Council Conference Room
Bellevue, Washington

PRESENT: Mayor Degginger, Deputy Mayor Balducci, and Councilmembers Bonincontri, Chelminiak, Davidson, and Lee

ABSENT: Councilmember Noble

1. Executive Session

Deputy Mayor Balducci called the meeting to order at 6:03 p.m. and announced recess to Executive Session for approximately 15 minutes to discuss one matter of labor negotiations.

The meeting resumed at 6:17 p.m., with Mayor Degginger presiding.

2. Oral Communications

Ann Guilford, Surrey Downs Community Club East Link Committee, expressed concern that the timeline for the work of the City's Light Rail Best Practices Committee has been extended. She asked the Council to direct the Best Practices Committee to refocus on the issue of neighborhood protection in terms of transit alignments and construction impacts. She urged Council to make decisions this summer regarding Comprehensive Plan policies specific to neighborhood protection, in order for the input to be meaningful to the draft Environmental Impact Statement (DEIS) and Sound Transit process. Ms. Guilford said the Surrey Downs East Link Committee feels that the Council can wait to address other policy issues following Council's August break.

3. Study Session

(a) Council Business and New Initiatives

Deputy Mayor Balducci said she has been contacted by a citizen who is concerned about residents burning trash within the city limits. City Manager Steve Sarkozy said burning is allowed with some restrictions. He noted that the Fire Chief would be joining the meeting later

and would be able to address the issue. Ms. Balducci requested a written response and legal analysis of the applicable laws and enforcement actions.

Mayor Degginger said that he and Councilmember Chelminiak met with the Puget Sound Air Quality Agency recently. Mr. Degginger invited the agency to make a presentation to the Council in the near future to explain its role and activities in air quality enforcement.

Councilmember Davidson reported on his recent trip to Yao, Japan, one of Bellevue's Sister Cities. He presented a gift from Yao which was a native cotton kimono.

Councilmember Lee described his participation in a recent economic development/trade mission to northeast China. The group visited two cities, Dalian and Qingdao, which are similar to Bellevue in terms of technology-related businesses, preservation of the natural environment, and proximity to major ports.

(b) City Manager's Report

City Manager Steve Sarkozy opened staff's report on a Washington State Department of Transportation (WSDOT) project to widen I-405 to the south from SE 8th Street.

Rick Logwood, Project Manager Supervisor, noted the upcoming project at the I-405 and I-90 interchange and introduced Brian Nielsen, WSDOT Construction Engineering Manager. A new southbound ramp will be built over I-90. Work will be taking place over 10 non-consecutive nights between late April and mid-May to set 32 girders over I-90. A series of closures of I-90, I-405, and adjacent ramps are planned, and drivers should expect detours and delays. The closures will typically run from 10:00 p.m. until 5:00-7:00 a.m.

Mr. Logwood said the project will implement measures learned from the Access Downtown project in terms of managing traffic, implementing detours, and communicating information to the public well in advance. Information will be available on both the State's and the City's web sites. The project will relieve congestion and enhance safety on I-405. A full update to Council on all I-405 construction projects is scheduled for May 27. Major projects include the Wilburton Tunnel demolition, NE 10th Street bridge, and the braided ramps at NE 8th Street connecting to SR 520.

Responding to Councilmember Lee, Mr. Nielsen explained that the I-405/I-90 interchange project is adding a northbound lane on I-405 from 112th Avenue to SE 8th Street. A southbound lane will be added from SE 8th Street to I-90. The project is removing the Wilburton Tunnel and building a I-405 southbound bridge over I-90. Upon completion of the project, Coal Creek Parkway will be restored to its pre-project condition.

Councilmember Chelminiak requested a briefing in the near future about I-405 projects and the status of funding and completions.

Mayor Degginger thanked staff for the presentation.

(c) Light Rail Best Practices Committee Update

Dan Stroh, Planning Director, opened staff's update on the activities of the Light Rail Best Practices Committee and the status of the review of related Comprehensive Plan Amendments (CPAs).

Maria Koengeter, Senior Planner, described the Light Rail Best Practices Committee's tour of the Portland, Oregon light rail system and development adjacent to the rail's alignment. The Committee's subsequent review of research and analysis to date will result in recommendations regarding Comprehensive Plan policies, amendments to City Code, capital investments associated with a light rail system, law enforcement considerations, and the City's expectations of Sound Transit in planning, design and construction of light rail.

The Committee will begin its review of the draft report in May, and will begin to finalize its recommendations by the end of June. There will be additional opportunities for public input. The public is invited to speak at any of the Committee's meetings, and an open house is scheduled for mid-May. The Committee anticipates submitting its package of recommendations to the Council at the end of June.

Ms. Koengeter explained that the original project schedule anticipated separating the Comprehensive Plan policies from the body of Committee recommendations in order to advance them for Planning Commission and City Council review, and for Council action in September. It has become apparent throughout the process that it would be difficult to separate the Comprehensive Plan policy issues from other types of actions. In order to meet the September deadline for the adoption of CPAs, staff revised the project timeline to complete the Planning Commission's recommendations on CPAs by the end of July.

Mike Kattermann, Senior Planner, explained that the reviewed project timeline is based on a number of assumptions including that the issuance of the Final Environmental Impact Statement (FEIS) will occur in mid-September. The Committee's release of its recommendations is scheduled to coincide with the open house in mid-May. The Committee will issue a final report and recommendations by the end of June. The Planning Commission is scheduled to hold a public hearing in July before finalizing its recommendations for CPAs. Mr. Kattermann said the project schedule assumes that Council's review and adoption of CPAs can be completed by mid-September. A public hearing before the City Council is not required. However, one is tentatively targeted for September 2.

Mayor Degginger noted the question before the Council of whether to consider Comprehensive Plan policies and amendments together with the other issues addressed by the Light Rail Best Practices Committee.

Deputy Mayor Balducci noted her participation throughout the Committee's process and discussions. It makes sense to her to consider and to analyze all of the issues together. She

noted the original objective of ensuring that the Comprehensive Plan provides sufficient policy direction for Sound Transit.

Responding to Ms. Balducci, Mr. Stroh explained that if the Council wishes to make decisions on CPAs before its August recess, the public hearing must be held before the Planning Commission and the SEPA (State Environmental Policy Act) process must be completed. He noted the uncertainty regarding the amount of public input that will be generated from the July public hearing, and whether that will trigger additional analysis and review by staff, the Planning Commission, and/or the City Council.

In further response to Deputy Mayor Balducci, Mr. Kattermann said a primary factor in determining the schedule is the 60-day review period required following release of the Final EIS, which is targeted for mid-June. He was uncertain as to whether this requirement applies in situations in which emergency CPAs are adopted. With respect to providing input on key Bellevue priorities, Ms. Balducci noted that Sound Transit is fully aware of the work of the City's Light Rail Best Practices Committee.

Councilmember Chelminiak acknowledged the aggressive project schedule and noted his willingness to add an August Council meeting if necessary to complete adoption of CPAs.

Councilmember Lee agrees with staff's recommendation to continue with a combined review of CPA and non-CPA issues. He concurs with Mr. Chelminiak's willingness to add an August meeting if necessary.

Responding to Councilmember Bonincontri, Mr. Stroh said the earliest the EIS will be released is mid-September, following review of the report by multiple state and federal agencies. Ms. Bonincontri agrees with fellow Councilmembers regarding keeping all of the light rail recommendations together as one package.

Councilmember Davidson concurred and indicated his willingness to hold an additional August Council meeting.

Mayor Degginger thanked the Surrey Downs East Link Committee for its involvement in the planning process. He favors keeping all of the light rail recommendations together as a comprehensive package.

(d) Bellevue-Redmond Rapid Ride Corridor

Bernard van de Kamp, Transportation Regional Projects Manager, noted additional information in Council's desk packet regarding alternatives for King County Metro's Bellevue-Redmond Rapid Ride Corridor project.

Ms. Koengeter explained that staff is seeking Council direction about whether to route the Overlake portion of the Rapid Ride corridor along 152nd Avenue or 156th Avenue. The Rapid Ride program is an arterial-based bus rapid transit system with the goal of making transit service

more attractive and reliable. Metro is currently working on program branding and design, public involvement activities, and route and bus stop selections. Station design and local service planning is scheduled for 2009. Construction of capital facilities is targeted for 2010, and service is to begin in 2011.

Ms. Koenigter said Metro hosted open houses and public meetings, along with conducting a citizen survey, to gather public input regarding a bus rapid transit service. Of those expressing a preference, residents favor the use of 156th Avenue (between NE 24th and NE 31st Streets) at a ratio of 2:1. One-third of survey respondents had no routing preference. There was strong support for the stop spacing proposal, and respondents identified frequency of service, consistency/reliability, and travel time as the most important service characteristics.

Metro convened a Citizen Advisory Panel of Bellevue and Redmond residents last fall, which worked until March to review service design as well as land uses along the corridor. Metro prefers alignment along 156th Avenue instead of 152nd Avenue.

Ms. Koenigter said staff is additionally seeking Council direction regarding Metro's stop spacing proposal. Rapid Ride strives for half mile spacing between stops to achieve higher operating speeds and overall travel time savings. For sections along NE 8th Street, stops could be as close as one quarter mile. Ms. Koenigter said Metro proposes eliminating six pairs of stops on NE 8th Street, and proposes serving three stops on 156th Avenue between NE 8th and NE 24th Streets. She said that 79 percent of Bellevue riders will be able to access Rapid Ride at their current stop, and 12 percent will have service access within one-eighth of a mile.

Councilmember Bonincontri feels 156th Avenue is the preferred route, particularly in terms of providing the fastest service.

Councilmember Davidson questioned whether the service could be implemented sooner, before 2011. Mr. van de Kamp explained that Metro is allocating resources to the program and its capital investments, along with four other bus rapid transit projects. Dr. Davidson commented on the difficulty in planning bus stops for 2011 due to unforeseen changes in terms of land use and transportation services.

Councilmember Chelminiak sees the service as an effort to provide frequent service along a specific route in order to increase transit use. He supports the City of Redmond's recommendation. He noted that frequency of service is more important to him than travel speed. He would like to see implementation in 2009 rather than 2011.

Deputy Mayor Balducci expressed support for Redmond's recommendation on alignment. She feels the difference in travel times for the two options (156th vs. 152nd) is insignificant. In terms of bus stop locations, Ms. Balducci expressed concern regarding the long distance between 124th and 134th if the two sets of stops within that segment are deleted. She suggests asking for an earlier implementation date for the project.

Mr. Lee concurs with requesting an earlier implementation date. He prefers the route option along 152nd instead of 156th.

Ms. Balducci said she is not supportive of the proposed red color scheme for bus stops. Mayor Degginger noted that Metro's proposal asks Bellevue to consider changes to its sign code to allow advertising.

Mayor Degginger concurred with Council's preference for the 152nd Avenue alignment. While travel speed is important to him, he agrees with Ms. Balducci's concern regarding the long stretch between stops at 124th and 134th.

Responding to Dr. Davidson, Ms. Koengeter provided more details on how the citizen survey was conducted.

Mr. van de Kamp said staff will draft a letter to King County Metro incorporating Council's comments and position.

(e) Long-Range Financial Planning

Finance Director Jan Hawn opened staff's presentation regarding long-range financial planning and the 2009-2010 budget process. Tonight's discussion focuses on the General Fund operating budget. Future sessions will address the Capital Investment Program (CIP) as well as Utilities Funds and others. Ms. Hawn noted the calendar of upcoming budget discussions including the first Budget Public Hearing on May 19 and Council's Budget Workshop on July 14.

Ms. Hawn recalled Council's discussions last year to address long-range financial planning. Two key issues of the process are: 1) How do we ensure that our capital and operating budgets are on a sustainable course? and 2) How can we sustain our high levels of citizen satisfaction and continue Bellevue's legacy of sound financial stewardship? This 2007 financial planning process reviewed key service demands over the next 20 years, assessed staffing and capital investments that might be necessary to meet these demands, provided a 20-year financial forecast of both the operating and capital budgets.

Service demands will continue to increase as population and employment grow, and as the community experiences increasing cultural diversity and a growing number of elderly citizens. External factors affecting the demand for City services relate to state and federal mandates; legislative, institutional and cost shifts; and partnership opportunities.

Ms. Hawn said the front-line services reviewed during last year's financial planning were Police, Fire, Transportation, Parks, and Planning. Based on department presentations, the total number of full-time equivalent (FTE) positions requested to maintain service levels is 82 for the short term (2009-2014), 36 for the mid term (2015-2020), and 38 for the long term (2021-2027). Ms. Hawn noted a gap of \$6 million to \$18 million between available resources and funding needs over the next 20 years.

Ms. Hawn indicated that tonight's discussion focuses on public safety and mobility – two of the highest ranking priorities for residents based on a citizen survey. Drivers for increased service relate to population and employment growth, changing demographics, and external factors including federal and state mandates and regional projects.

Police Chief Linda Pillo reviewed data indicating a significant increase in the demand for Police services in the downtown. She briefly reviewed the process for selecting and training a person to serve as a police officer, which typically takes more than one year. It is therefore important to begin making investments now to ensure that adequately trained officers are available as they are needed.

Chief Pillo asked Council to consider the addition of five first-responder police officers and one investigator to supplement existing downtown staff. She noted the increasing complexity of cases in large part due to the potential evidence available through technology applications including cell phones, computers, and Internet-based data. Increased instances of identity theft and overall technology crimes contribute to the growing workload as well.

Councilmember Davidson is willing to consider the staffing request for the 2009-2010 budget, but he is not open to amending the current budget at this time.

Councilmember Lee said he would like more information regarding the type of officer to be added. He is in favor of the community policing approach, with officers on foot and bicycles in the downtown and citywide where appropriate.

Noting that the City has added few officers in the past several years, Councilmember Chelminiak is in favor of addressing the need for future police officers now. He wants to be prepared to serve the increasing downtown need without redirecting officers from citywide neighborhoods. Mr. Chelminiak is willing to consider the staffing proposal now rather than waiting until adoption of the new budget in December. In addition, he noted that he is willing to consider a reduction in utility taxes as Dr. Davidson has been advocating for the past couple of years.

While she shares Dr. Davidson's concerns about considering major funding proposals outside of the regular budget approval process, Deputy Mayor Balducci concurs with Mr. Chelminiak regarding the need to increase police staffing.

Mayor Degginger commented that Bellevue has a favorable reputation for its quality of life and its perception as a safe community. With the significant ongoing population and employment increases, he feels it is important to proactively address public safety and preclude the development of crime-related issues. He noted the difficulty in recruiting police officers at this time, as evidenced by the Seattle Police Department's recruiting campaign in New York City. While he supports the immediate need for patrol officers, he would want more discussion about the requested investigator position.

Dr. Davidson reiterated his concerns about considering the staffing proposal separate from the budget process.

Councilmember Bonincontri said she is comfortable with the staffing request given the significant growth occurring in the downtown.

Mr. Lee is willing to support the staffing proposal. However, he expressed concern that staffing needs have not been more proactively addressed. He encourages ongoing review of police operations to determine opportunities for improving efficiency and effectiveness.

Chief Pillo clarified that the staffing proposal is based on maintaining current service levels in light of growth in the downtown. It is not to be interpreted as overdue in terms of addressing needs. The Police Department places a high value on working smarter and more efficiently, and a commissioned officer has not been added since 2001.

Responding to Mayor Degginger, Chief Pillo explained that technology tools have expanded the complexity and time required of investigations. As a result two fraud investigators have received additional training in computer forensics. There is a need for an additional fraud investigator to keep up with the workload and the more extensive investigations now possible with new technologies.

Moving to the Fire Department presentation, Fire Chief Mario Trevino noted that more than 7,093,000 square feet of commercial office space will be added in Bellevue, almost exclusively in the downtown, between now and the end of the year. With no fire station in the downtown, personnel are routed from neighborhood stations to respond to emergencies. High-rise downtown development increases response times, and risks increase when serving higher density areas.

Chief Trevino reviewed a map of existing fire stations. He described a request for eight fire fighters to maintain the existing engine company at Fire Station 7, and to fully staff Light Force 7 to serve the downtown. The ongoing annual cost is \$750,000 to \$800,000, as well as a one-time expense of \$147,000 for training. This proposal improves response times in the downtown and adjacent areas.

Chief Trevino explained that Light Force companies added in recent year were not fully staffed but instead have been lightly staffed. The staffing proposal highlights the need for dedicated ladder trucks and enhanced staffing.

Responding to Mayor Degginger, Chief Trevino said high-rise buildings, such as Lincoln Square, typically draw more than 200 calls annually. Current Fire Department staffing cannot keep up with this increase in workload.

Responding to Councilmember Bonincontri, Chief Trevino acknowledged that sprinkler systems greatly improve building safety. However, in a recent high-rise fire the sprinkler system did not activate and fire fighters were needed to extinguish the fire. He noted that while three of four calls are medical emergencies, it is critical to maintain trained fire fighting personnel.

In further response, Chief Trevino said potential downtown fire station locations are under analysis. However a site has not yet been identified. He opined that it will be three to four years before a downtown fire station can be built. A cost-effective and efficient interim measure is to enhance staffing in existing fire station facilities.

Ms. Balducci noted that she is comfortable with considering the public safety staffing proposals in advance of budget discussions because Council identified and reviewed these priorities last year as part of the long-range financial planning effort.

Responding to additional questions of clarification, Chief Trevino indicated that the Fire Department's strategic plan is based on incremental expansion into the future to meet increasing growth-based demands.

Responding to Dr. Davidson, Ms. Hawn said the immediate staffing proposals for Police, Fire, and Transportation total approximately \$1.5 million.

Mayor Degginger noted a majority Council position in favor of implementing the public safety staffing proposals in the near future, before the formal budget process this fall.

Transportation Director Goran Sparrman provided information regarding the impact of growth on transportation system demands. Continued development will cause peak-hour vehicle trips to increase 9.4 percent by 2020. This increase assumes that transit use will expand to 44 percent of all trips by 2030, which reflects the need for a 400 percent increase in transit use. Increasing congestion on surface streets has implications for economic viability as well as emergency access to downtown locations.

Bellevue's mobility priorities are downtown operations, transportation/transit plan, staying within concurrency standards that measure congestion, neighborhood protection, and capital needs. Mr. Sparrman requested Council consideration of ITS (Intelligent Transportation System) implementation. The City's system was installed in the late 1980s, and an incremental upgrade was completed in 2001.

The system, originally scheduled for replacement in 2010, needs to be replaced now in order to upgrade both the software and hardware components. The ITS upgrade will provide a platform for the future expansion of communication and signal system applications. It will improve the efficiency of signal operations, enhance regional coordination, provide the ability for integrated traffic management, and enhance the availability of information for citizens and staff.

Mr. Sparrman requested the addition of one project manager to implement the ITS system replacement. Funding for the capital costs is programmed into the Capital Investment Program (CIP) Plan for 2010. The annual operating cost is estimated at \$100,000. In addition, Mr. Sparrman requested adding one senior planner to develop a transit plan and to update concurrency. The annual operating cost for this position is estimated at \$100,000, with a one-time consultant cost of \$150,000.

Responding to Mayor Degginger, Mr. Sparrman said 12 to 24 months is needed to analyze the systems available on the market, and to then purchase and begin implementing the system. With the significant growth in the community, it is important to begin the process now. In further response, Mr. Sparrman said the system will begin to show improvements within 12 to 18 months. Full system deployment will occur over a three to four year period.

Dr. Davidson suggested waiting until the formal budget process this fall to consider this request.

Mayor Degginger concurred, noting that the project is already in the CIP Plan.

Responding to Mr. Degginger, Mr. Sparrman explained that Bellevue needs additional staff to be able to thoroughly analyze and plan for local transit needs, as this has not been done by regional transit agencies.

Responding to Councilmember Bonincontri, Mr. Sparrman described the need for a system that will better integrate with traffic signal systems in bordering cities. Staff will research and analyze all available systems to determine which one will best meet Bellevue's needs for the long term.

Responding to Councilmember Lee, City Manager Steve Sarkozy clarified that capital funding for the ITS system has been allocated in the CIP Plan. However, staffing is needed to select and implement the technology. Mr. Sarkozy noted that money is available in the operating budget as well to fund immediate staffing and moving ahead toward implementation.

Councilmember Chelminiak said he is more inclined to support accelerated ITS replacement if it will enable signal prioritization that will enhance the speed and operation of bus rapid transit (Rapid Ride).

Deputy Mayor Balducci reiterated projections for population and employment growth, which she feels demonstrates the critical need for enhancements to the transportation system. While she supports moving forward with ITS implementation, she is not convinced that there is an urgent need for a regional transit planner at this time.

Acknowledging that Sound Transit is at a transition point in terms of seeking voter approval for Phase 2, Mr. Sparrman feels it is important for the City to plan its own transit strategy based on current and anticipated needs. He noted recurring discussions on the King County Regional Transit Committee regarding proposed changes to the subarea funding and system deployment structure currently followed by Sound Transit.

Mayor Degginger and Councilmember Bonincontri concurred with Ms. Balducci in terms of support for ITS implementation, and expressed reluctance to add the transit planner position at this time.

Mr. Sarkozy acknowledged general Council support for replacing the ITS system. He indicated that staff will return for further discussion regarding the request for a transit planner position.

Staff responded to additional brief questions of clarification.

At 9:35 p.m., Mayor Degginger declared a brief recess. The meeting reconvened at 9:41 p.m.

(f) Bel-Red Corridor Finance Plan

Planning and Community Development Director Matt Terry explained that the purpose of tonight's presentation is a preliminary discussion about the Bel-Red Finance Plan. Staff anticipates returning to Council this summer with a draft plan that incorporates Council's input between now and then. A public hearing will be held in the fall before Council considers the final Bel-Red package.

Mr. Terry said capital investments will be necessary to support planned growth and redevelopment in the Bel-Red corridor. The strategy should be tailored to the area, and investments should not be placed in competition with capital needs elsewhere in the community.

The finance plan is a key element in the overall Bel-Red plan that includes Comprehensive Plan subarea policies, new development guidelines and incentives, a legislative rezone for 900 acres, and an update to the Bel-Red Overlake Transportation Study (BROTS) Interlocal Agreement between Bellevue and Redmond. The elements are being developed as a package and will be presented for Council adoption in the fall. Mr. Terry explained that the Land Use Code will develop a new incentive zoning system, which will direct much of the investment in capital facilities.

The capital facilities and finance plan builds on Council-adopted principles for the Bel-Red area including the integration of land uses and transportation infrastructure, planning for long-term growth and redevelopment, and providing community amenities to transform the area and support the growth. Council wants the planning to incorporate new housing for local workers, environmentally sustainable development, transit-oriented development, environmental preservation and restoration, and expansion of the parks and trail system.

Mr. Terry said that the finance plan reflects the vision of the Bel-Red Steering Committee. Boards and Commissions are in the process of reviewing the overall draft planning documents.

Mr. Sparrman reviewed transportation facilities included in the Bel-Red plan, which includes major corridor improvements to NE 15th/NE 16th Street, 120th Avenue NE, 124th Avenue NE, and Northup Way. Projects will be phased, and draft project phasing is based on assumptions about where growth is likely to occur first. Mr. Sparrman noted that the updated phasing map does not reflect extension of NE 10th Street. The Transportation Commission recommended deleting the project on April 10.

→ At 9:58 p.m., Deputy Mayor Balducci moved to extend the meeting until 10:30 p.m. Mayor Degginger seconded the motion.

→ The motion to extend the meeting carried by a vote of 6-0.

The proposed NE 15th/16th Street project is critical in terms of providing vehicle, transit, pedestrian, and bicycle access to the Bel-Red area, as well as open space and urban design benefits. It improves connections between downtown Bellevue and the Overlake area.

Utilities Director Denny Vidmar described stream corridor projects planned for the Bel-Red area, which contains five potentially salmon-bearing streams. The vision is to provide a desirable habitat for people by effectively integrating development with the natural environment. Projects address stream restoration, stormwater management, vegetation, and habitat preservation.

Glenn Kost, Parks Planning Manager, described plans for parks, open space, trails, and recreation facilities. The parks and trail system will be developed in phases with an emphasis on facilities along the West Tributary and Goff Creek. The plan contemplates an urban plaza and sports fields as well.

Mr. Terry noted the table of cost estimates for capital investments in the Bel-Red area over the next 30 years. He highlighted the importance of strategic investments that will stimulate the desired types of growth and redevelopment. Approximately \$470 million is needed for the optimum phasing of investments by 2030. This includes transportation investments totaling just over \$300 million, and 60 percent of this cost is related to right-of-way development. However, right-of-way will be dedicated as private development occurs, which will reduce the cost of transportation facilities. The land use incentive system is structured to stimulate significant private development investments in the capital plan.

The underlying philosophy of the finance plan is that new development should fund the facilities needed to support the growth and contribute toward the development of parks and public amenities. The value created by the change in zoning can be captured, at least in part, to fund needed capital investments. New tax revenue generated by economic development in the area could be used to support capital investments. Other general revenue sources to support the long-term development of the area will be considered as well.

Mr. Terry described the steering committee's recommendations to utilize land use incentives to accomplish affordable housing, capital investments, and public amenities. The concept is to design the incentive system to encourage development by providing development rights (e.g., floor-area ratio and building height provisions) that offset the cost of contributing to investments in housing and public infrastructure.

Potential revenue sources for the finance plan include general CIP funds, growth in tax revenue as the area develops, storm drainage fees, grants, right-of-way dedication, and implementation of a Transportation Benefit District or similar investment district.

Responding to Councilmember Bonincontri, Mr. Terry said transportation investments during the initial development of the west end of the Bel-Red corridor will be critical. Similarly certain

amenities will be necessary, such as parks and stream corridor investments, in order to support initial residential development.

- At 10:32 p.m., Deputy Mayor Balducci moved to extend the meeting for five additional minutes. Councilmember Chelminiak seconded the motion.
- The motion to extend the meeting carried by a vote of 6-0.

Councilmember Lee stated his position that Bel-Red investments should not direct resources away from the rest of the community. He expressed concern about how the Bel-Red planning and implementation effort could impact downtown development as well. He commended the many desirable elements of the plan, and stated his preference for bus high-capacity transit over light rail.

At 10:35 p.m., Mayor Degginger declared the meeting adjourned.

Myrna L. Basich
City Clerk

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