

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Extended Study Session

July 12, 2010
6:00 p.m.

Council Conference Room 1E-113
Bellevue, Washington

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

ABSENT: None.

1. Executive Session

Deputy Mayor Lee called the meeting to order at 6:02 p.m., and announced recess to Executive Session for approximately 10 minutes to discuss one item of pending litigation.

The meeting resumed at 6:18 p.m., with Mayor Davidson presiding.

Mayor Davidson noted special guests in attendance related to the issuance of bonds.

- Councilmember Degginger moved to amend the agenda to address Agenda Item 3(a) next, to be immediately followed by Oral Communications. Councilmember Robertson seconded the motion.
- The motion to amend the agenda carried by a vote of 7-0.

2. Communications: Written and Oral: [See below.]

3. Study Session

- (a) Direction on Bond Issue Authorization

City Manager Sarkozy explained that staff is seeking Council direction regarding proposed bond issuances.

Finance Director Jan Hawn described the proposal to refinance the 1998 Marina Project Limited Tax General Obligation (LTGO) bond debt and the 2002 Bellevue Convention Center Authority (BCCA) LTGO bond debt under a combined refunding issuance. In addition, a new bond

issuance is proposed related to the Mobility and Infrastructure Initiative. The combined refunding issuance results in a savings of \$876,000, or 7.12 percent of the principal amount. Actual savings may vary depending on the interest rate at the time of the sale. The issuance will be structured to achieve a savings of at least three percent, however.

The second bond issue provides funding for Mobility and Infrastructure Initiative projects and is supported by the three percent property tax levy adopted by the Council on December 1, 2008. Bond rates are favorable at this time, and moving forward with both bond issuances will achieve some economies of scale. Ms. Hawn noted that a favorable interest rate might enable the City to generate more funds that could be applied toward the Mobility and Infrastructure Initiative.

Ms. Hawn highlighted two provisions of the ordinance that will be presented to the Council at the next meeting. The City's bond counsel, K&L Gates, recommends that the ordinance contain language delegating authority to the City Manager or Finance Director to sign the purchase contract and accept the winning bid. This will eliminate the need for the Council to hold a special meeting for both of the bond issuances. The City's financial advisor, Seattle Northwest Securities (SNWS), recommends a competitive sale for the new \$10 million bond issue and a negotiated sale for the bond refundings. Ms. Hawn explained that the City typically participates in a competitive sale for all bond issues. However, due to the complexity of the refundings and the fact that one of the bond issues is an advance refunding, there is the need for an escrow fund to be established and priced on the day of sale. This is the basis for the recommendation of a negotiated sale.

Ms. Hawn requested Council direction to bring back ordinances next week. She introduced Lindsay Sovde, Seattle Northwest Securities, and Stacey Crawshaw-Lewis, K&L Gates.

Responding to Councilmember Wallace, Ms. Hawn said the term of the debt repayment will not change for the refunding bond issuance. She compared it to the refinancing of a home loan, to take advantage of a lower interest rate and lower payments over the life of the debt.

In further response to Mr. Wallace, Zemed Yitref, Investment and Debt Manager, said the 1998 Marina bond rate was 4.57 percent, compared to a rate of 2.39 percent with the bond refunding. Ms. Hawn clarified that the savings of \$876,000 noted above is net of the bond issuance costs. Mr. Yitref said the rate for the 2002 BCCA bond was 5.21 percent, and the new rate will be 3.98 percent. The rates for the two bonds differ because they were originally issued at different times.

Responding to Councilmember Chelminiak regarding the recommendation to delegate authority for authorizing the bonds to the City Manager or Finance Director, Ms. Hawn said this is an attempt to streamline the process.

Stacey Crawshaw-Lewis, K&L Gates, said that either option is workable from a legal perspective. Bellevue has traditionally held a special meeting of the Council to approve the final interest rates and term of sale. A number of jurisdictions have moved to a delegation model, due primarily to the volatility of the market over the past couple of years. In terms of the timing of a negotiated sale, where there is the flexibility to go into the market on a day in which interest

rates are favorable, there is concern about being able to coordinate that with a special meeting of the City Council.

Responding to Councilmember Degginger, Ms. Crawshaw-Lewis said there is no specific statute that authorizes the delegation of the sale terms. However, K&L Gates' opinion as bond counsel is that the bonds are allowed to be authorized with the delegation provision. In further response, Ms. Crawshaw-Lewis said there is no case law on this specific point.

Councilmember Chelminiak said he has mixed feelings about the best way to proceed with regard to the delegation of authority.

Mayor Davidson acknowledged the difficulty of convening the Council with short notice. He is open to delegating authority, although somewhat concerned about the lack of legal basis.

Deputy Mayor Lee expressed support for delegating authority in this one case of a negotiated sale. However, he does not want this to set a precedent for future bond issuances.

Responding to Councilmember Degginger, Ms. Crawshaw-Lewis said other cities that delegate authority for this purpose include Burien, Kent, Tacoma and Vancouver.

Councilmember Degginger expressed concern regarding the potential for a procedural challenge.

Councilmember Balducci questioned the possibility of allowing Councilmembers to call in to the special meeting.

Myrna Basich, City Clerk, said there are no Council rules that allow for a call-in meeting. She said a physical presence of at least some Councilmembers is required due to the need to allow the public to attend.

Responding to Councilmember Wallace, Ms. Hawn said the Council would need to be prepared to meet on the date of the scheduled closing.

City Manager Sarkozy clarified that the delegation of authority was intended for the convenience of the City Council. However, given the concerns, he suggested moving forward and agreeing to a special meeting at noon on the day of closing. A quorum is required to take action at the meeting.

Mayor Davidson noted a consensus to proceed as suggested by Mr. Sarkozy.

Ms. Crawshaw-Lewis noted that there will be two special meetings approximately two weeks apart, one in mid-September and the other in October.

2. Communications: Written and Oral

Mayor Davidson explained that the Council is unable to take public comment on Agenda Item 3(b), appeal of the Helistop conditional use permit (CUP) application, as this is a quasi-judicial matter for the Council. He opened the floor for oral communications on any other topic.

- (a) Vanessa Zaputil, representing the 52nd Avenue Community Neighborhood Group (Tukwila), spoke regarding Sound Transit Light Rail noise impacts. She was asked by the group to testify before this Council with statements she made at the June 24 Sound Transit noise meeting. She reviewed the negative impacts related to light rail noise including only being able to sleep between 1:30 a.m. and 5:00 a.m., and not being able to enjoy outdoor yards or to open windows. Ms. Zaputil said it has been more than 20 months since testing began, and the noise continues to deteriorate the community's quality of life. Residents were promised by both Sound Transit and the Tukwila City Council that this would not happen. Ms. Zaputil reported that her community met with Sound Transit and City of Tukwila staff on February 20, 2004, during which the Boeing engineers' union presented significant research and expertise warning that noise and vibration impacts would far exceed Sound Transit's predictions. Included in this research was the 1987 Vancouver SkyTrain Ombudsman Report, which described significant noise impacts associated with that system. Ms. Zaputil said Sound Transit chose to disregard this information and local experts. At that time, Sound Transit told residents they would not even hear the train.

Ms. Zaputil said residents are committed to working with Sound Transit, but they expect the noise to stop. Residents request that the trains slow down until a permanent solution can be implemented. Ms. Zaputil testified that Sound Transit has a financial obligation to correct the problem. The community has been actively working with Sound Transit for 10 years. Ms. Zaputil said that Sound Transit's misrepresentations and unwillingness to adapt to neighborhoods' concerns during planning was a significant source of frustration. Now residents are frustrated with Sound Transit's lack of drive to fix the noise and vibration issues, which have been going on for 20 months. There are still no temporary noise walls around the screeching curve by her house, and repeated rail grinding has failed to remedy the impacts. Sound Transit wants to conduct 14 more days of rail grinding next month, between the hours of 1:00 a.m. and 4:00 a.m. Permanent noise walls, if approved, will not be installed until the first quarter of 2011, at the earliest.

Ms. Zaputil said residents are disillusioned. They ask the Bellevue City Council to ensure that Tukwila's neighborhoods are fixed to the same standards they were promised, before the Bellevue City Council agrees to burdening its residents with the same impacts. Ms. Zaputil urged the Council to listen to its citizens.

- (b) Renay Bennett introduced the formation of a new citywide organization, Building a Better Bellevue, which is focused on securing the long-term future of Bellevue's neighborhoods as light rail is brought to the community. She noted that Bellevue's neighborhoods and civic leadership are significant factors in its being rated as one of the best places in the country to live.

- (c) Joe Rosmann, also representing Building a Better Bellevue, spoke to the widely shared belief that Sound Transit is not listening to residents' concerns for their neighborhoods. He testified that light rail will compromise the very things that make this a great community. Building a Better Bellevue will work to preserve quiet and safe neighborhoods, and will not accept any compromise in this regard. Mr. Rosmann asked the City Council to join with residents in ensuring that Sound Transit work for the benefit of Bellevue. He encouraged businesses, residents, and elected officials to work together. Mr. Rosmann said that the data and methodology used to support a light rail alignment along the west side of 112th Avenue SE are faulty and invalid.
- (d) Brooks Beaupain, representing the Enatai Neighborhood Association, said they held an informational meeting about light rail, because most residents are not aware of the plans and impacts. Residents discussed alternative B3, because it is Sound Transit's preferred alternative, as well as option B7 as a possibility. The group had 84 neighbors in attendance, and a vote resulted in 79 in favor of B7, and five in favor of B3. Two supporters of option B3 said they could support B7 if it would incorporate the South Bellevue Park and Ride. Mr. Beaupain said additional meetings are planned because there are more residents interested in learning about the project.
- (e) Larry Graham said he attended the Sound Transit meeting the previous Tuesday, and there was not an opportunity for the public to speak. He said there were tables with individuals seeking comments on the 112th Avenue options. He said he was shocked that there was no discussion about alternative B7, which is the Council's preferred alignment. Mr. Graham described a conversation he had with Councilmember Balducci that evening. He expressed frustration that Sound Transit is not talking about the B7 option.
- (f) Sharon Lee, Director of the Low Income Housing Institute (LIHI), explained that LIHI is a nonprofit organization that provides housing for families with children, seniors, and others in need of affordable housing. LIHI purchased property last year in downtown Bellevue at 204 111th Avenue NE, which was chosen specifically for its proximity to transit services. Ms. Lee recently learned that Sound Transit light rail will likely go through the LIHI site, eliminating the affordable housing project. She asked for the Council's help in ensuring that LIHI will be able to move forward with a 60-unit housing project. The project is targeted to serve people earning less than \$50,000 annually. Ms. Lee urged the Council to consider light rail options that do not eliminate the LIHI project.

Deputy Mayor Lee suggested that Ms. Lee speak with the City Manager and City staff regarding ongoing Sound Transit planning and light rail impacts.

Councilmember Balducci noted that this is a new development in terms of the impacts associated with the potential NE 2nd Street light rail tunnel portal.

Councilmember Chelminiak said the project was mentioned at the last meeting of the Committee to End Homelessness.

- (g) Scott Rogers, President of the Carriage Place Condominium Homeowners Association, noted their residences located on 112th Avenue SE, across from the Hilton Hotel. Mr. Rogers reported that a straw poll of homeowners indicated a preference for a west side running option that would include the full acquisition of represented properties. Residents are concerned that an alignment on the east side or down the center of 112th Avenue would have enormous detrimental impacts on their quality of life and property values. These impacts include noise and vibration issues, the loss of privacy, and the loss of views, trees, and sunlight due to the sound walls. He hopes that the City Council and Sound Transit will take another look at this. Residents do not like idea of being acquired, but it would be in the best interest of homeowners along 112th Avenue. Mr. Rogers said that Carriage Place residents prefer option B7.
- (h) Paul Booth, Vice President and Treasurer of the Carriage Place Condominium Homeowners Association, stated that no one else in the community will suffer greater impacts than he and his neighbors living on the west side of 112th Avenue SE. He said residents have never been notified by Sound Transit about light rail planning, except for individuals recently knocking on doors. While residents do not want to lose their homes, they also do not want to continue to live on 112th considering the light rail impacts, including construction.
- (i) Joe Shephard, General Partner and Co-founder of the Bellevue Club, expressed strong support for the Council's Segment B preferred alternative. He expressed concern regarding Sound Transit's recent introduction of new 112th Avenue options, as a means to possibly save money for the project. Mr. Shephard feels it is the Council's responsibility to ensure that light rail is implemented in the best, not necessarily the cheapest, way. He is concerned about impacts to the Bellevue Club, which consultants have estimated could be nearly \$50 million. This includes construction impacts, mitigation costs, loss of value, and loss of business. He expressed concern that Sound Transit has held meetings but has not provided the opportunity for residents to comment on the overall project.
- (j) Bill Thurston, President of the Bellevue Club, said the club has served the community and beyond Bellevue for 30 years. He echoed Mr. Shephard's sentiment that doing the right thing is more important than saving a dollar. He noted the uniqueness of the Bellevue Club, and the potential adverse impacts of light rail to club members. Mr. Thurston said the Bellevue Club and other businesses along 112th Avenue employ 700 individuals. He urged the Council to consider impacts to these businesses and employees. Mr. Thurston thanked the Council for their work on behalf of the community.
- (k) Ina Tateuchi said she is puzzled by the issues related to Sound Transit and noise. She noted rail transit systems in large cities throughout the world that do not have the same noise problems. She encouraged Sound Transit to look at different technologies and to study other areas of the country and world. Ms. Tateuchi said people are the most important part of Bellevue and their concerns must be addressed.

- (l) John Hempelmann, Cairncross and Hempelmann, spoke about the light rail hospital station. He represents Russ Clark, who owns the Arthur Murray Dance Studio building and some other businesses in the community. Mr. Hempelmann has been working for a number of years to advance transit-oriented development around the 36 new light rail stations. He referred to a report by Transportation Solutions distributed to the Council tonight, which looks at four location options for the hospital station. Mr. Hempelmann said the report shows that options B and C are better than option A. He asked the Council to request that Sound Transit include both B and C in the Supplemental Draft EIS analysis. Mr. Hempelmann said the two station options can potentially reduce noise and increase train speeds coming into the station. Option C saves Mr. Clark's building and adjacent businesses, and is the best from an operational standpoint. It also reduces construction and operational impacts on NE 8th Street. Mr. Hempelmann said the hospitals prefer option C, which would provide a walkway to the medical center campus.
- (m) Bill Popp, a transportation planning engineer and resident of Enatai, said he worked for the Puget Sound Regional Council years ago to establish Metro as a transit operator. This included work on what is now the 550 route and the South Bellevue Park and Ride facility. He noted concerns about light rail impacts to the Park and Ride and overall traffic congestion, which he trusts the City will mitigate. With the recently introduced 112th Avenue options, Mr. Popp said that Sound Transit did not attempt to assess the impact of taking away up to two lanes of traffic on Bellevue Way, south from 112th to I-90. He feels this is a gross oversight that needs to be addressed. Impacts include vehicle miles and person miles of delay, pollutants, gallons of gas, and traffic diversion through neighborhoods. Mr. Popp observed that the City of Bellevue has far more clout than it realizes, and the community deserves the best solution. He said that Bellevue contributes more in taxes to Sound Transit and Metro than it will ever receive in service.
- (n) Toby Andrews, an Enatai resident for 58 years, questioned how the City Council represents the citizens of Bellevue. He noted his understanding that the Council voted 4-3 in favor of alternative B7. He questioned Councilmember Balducci's position on the Sound Transit Board in terms of who the position is intended to represent. Mr. Andrews said he does not see who is standing up for Bellevue residents with regard to light rail interests.

Councilmember Chelminiak explained that state law dictates the membership of the Sound Transit Board. Three members are from the East Subarea, and these are appointed by the King County Executive and approved by the King County Council. Bellevue does not have a specific representative beyond the three East Subarea positions.

3. Study Session [Resumed]

- (b) Continued Council consideration of Appeal of the Hearing Examiner's July 20, 2009, Decision concerning the Application of Kemper Development Company for a Conditional Use Permit (CUP) to update and activate an existing Helistop in Downtown Bellevue. Hearing Examiner File No. 08-35262-LB.

City Manager Steve Sarkozy recalled that last week the Council discussed the appeal of the Hearing Examiner's decision regarding the Kemper Development Company helistop conditional use permit (CUP) application. The Council continued that discussion to this week's agenda for a procedural review and to define the scope of the remand.

City Attorney Lori Riordan reported that the parties are still working to reach an agreement regarding the scope of the remand. She will be absent next week and suggested deferring the matter for two weeks.

→ Councilmember Balducci moved to postpone the remand discussion for two weeks, and Councilmember Robertson seconded the motion.

Responding to Councilmember Chelminiak, Ms. Riordan confirmed that the scope of the remand is ultimately the Council's decision.

Councilmember Degginger said he was disappointed that the parties have not reached an agreement. Responding to Mr. Degginger, Ms. Riordan said the remand motion language drafted by staff has been given to the parties.

→ The motion to postpone discussion for two weeks carried by a vote of 7-0.

(c) Council Business and New Initiatives

Mr. Sarkozy announced that Money magazine and CNN rated Bellevue as one of the top (#4) places to live in the country.

Mayor Davidson congratulated the Council and City staff for their roles in making Bellevue a great place to live.

Deputy Mayor Lee commented on Bellevue's positive attributes including its education system, parks, and employment centers.

Councilmember Wallace noted that Shoreline also made the Money magazine list of best places to live. Referring to Oral Communications, Mr. Wallace expressed concern that a speaker was unclear about whether light rail option B7 is the preferred alternative for the Bellevue City Council.

Councilmember Balducci spoke to her conversation with Mr. Graham, in which she shared with him that the Council declared majority support for alternative B7 through a split vote of 4-3.

In response to comments during Oral Communications, Deputy Mayor Lee said that all City Councilmembers represent the community's light rail interests, even if not appointed to a specific regional forum.

Councilmember Balducci added that all Councilmembers represent the interests and priorities of Bellevue residents, regardless of geographic area.

(d) King County Transit Task Force Update: Continuation of Discussion on Guiding Principles

City Manager Sarkozy opened discussion regarding the Transit Task Force and the revised draft Guiding Principles Concerning the Regional Transit Task Force.

Diane Carlson, Director of Intergovernmental Relations, provided brief background information and noted the inclusion of comments from the previous Council discussion last month.

Councilmember Degginger reported on the Transit Task Force, and on its subcommittee focused on operational efficiencies. The group is looking at the allocation of overhead by the County and addressing efficiencies that might be obtained there. It is also looking at ways of providing alternative service delivery, especially for local routes. Mr. Degginger said that the guiding principles articulated in the statement are consistent with the general direction of the major issues before the Transit Task Force.

Deputy Mayor Lee commented on the original charge of the Transit Task Force. It is an opportunity to review issues associated with Metro's service including fares, structural changes, and sustainability. Mr. Lee would like to see some headway with the state legislature that would allow local transit services.

Councilmember Degginger observed that the agency expected the task force to aid in receiving more funding from the state legislature, but that has not been the case. The group is looking at setting up performance measures. Mr. Degginger noted the risk for some local routes that are less productive. The task force is focused on finding ways to make service delivery more efficient, which might mean identifying a different model for operations.

Deputy Mayor Lee suggested that opportunities for a private-public partnership should be explored.

Responding to Councilmember Wallace, Mr. Degginger said the topic of better integrating Metro's and Sound Transit's transit services is under discussion by the agencies. He noted that Fred Butler is a member of both the Sound Transit Board and the Transit Task Force. Mr. Degginger feels there is a need for better service connectivity between activity centers on the Eastside, and Rapid Ride services will be important in providing these connections.

Councilmember Wallace questioned whether it would make sense to provide specific examples of Bellevue's urban centers in the statement of guiding principles.

Kim Becklund, Transportation Policy Advisor, said that could be done. She noted that the Transit Plan lists all of the major nodes and activity centers, including those in the Bel-Red corridor and the Downtown.

Councilmember Wallace questioned the reference to alternative service providers.

Councilmember Degginger said it refers in part to what has been a high priority for Deputy Mayor Lee, which is an interest in obtaining local authority for providing alternative local transit services. Approximately 2.5 percent of the County's service is contracted out for Access and Dart routes. It is possible that the expansion of this model of using smaller vehicles for general local service could create some efficiencies.

Responding to Councilmember Wallace, Ms. Becklund said the term "special populations" is intended to capture a range of users who are heavily transit dependent.

Mayor Davidson questioned the relationship between the Transit Task Force and the Regional Transit Committee. Deputy Mayor Lee said that the Regional Transit Committee is a body to review and comment on general policies and operations.

Councilmember Degginger stated his understanding that the recommendations of the efficiency subcommittee will go to the Transit Task Force, and then to the County Council for review and discussion.

Councilmember Balducci commented that she appreciates the addition of language at the beginning of the statement. She sees the key purpose of the guiding principles as giving Bellevue's representatives the information and direction it needs to work for the best benefit of the community. With regard to special populations, Ms. Balducci stated her understanding that the term typically refers to the elderly, disabled citizens, and low income individuals who require transit services because they do not have other options.

- Councilmember Balducci moved to approve the Guiding Principles Concerning the Regional Transit Task Force, as revised by additional comments tonight. Councilmember Chelminiak seconded the motion.
- The motion to approve the revised Guiding Principles Concerning the Regional Transit Task Force carried by a vote of 7-0.

(e) Further Discussion of East Link: *Evaluation of Hospital Station Options Report*

Mr. Sarkozy opened discussion regarding the *Evaluation of Hospital Station Options Report* related to East Link light rail service. This item was introduced last week by Sound Transit staff who described the options.

Bernard van de Kamp, Regional Projects Manager, described elevated options A, B, and C, and at-grade option D. He reviewed the evaluation summary comparing the options and identifying some of the tradeoffs associated with each of them.

Responding to Mayor Davidson, Mr. van de Kamp confirmed that stations are typically spaced closer to each other in higher density areas.

Paul Inghram, Comprehensive Planning Manager, reviewed the four Hospital Station options in terms of their land use accessibility. Criteria include percent of forecast jobs within a 5-minute walk, percent of forecast jobs within a 10-minute walk, percent of forecast population within a 5-minute walk, and percent of forecast population within a 10-minute walk. Under option D, the area east of the station is not well served because the station platform would be accessed by the west side of the track, and one could not walk across the track to access the area where there are residential condominiums next to Lake Bellevue. The analysis takes the pedestrian network into consideration in evaluating the station options. It also evaluated and compared access to the hospital with each station option.

Mr. Inghram described the six defined planning areas within the Wilburton corridor and Medical Institution District. The station options were further evaluated in terms of their ability to support existing or potential transit-oriented development.

Mr. van de Kamp reviewed the next steps in the process which includes an open house scheduled for July 13 at City Hall. Sound Transit is expected to provide direction on the 112th alignment alternatives and the Hospital Station options during meetings of the Sound Transit Board Capital Committee on July 15 and the Sound Transit Board meeting on July 22.

Councilmember Balducci stated her understanding that the reason for conducting further review of the Hospital Station options is due in part to inquiries from the Bellevue Network on Aging, the hospitals, and Lake Bellevue residents that raised questions about how well the options serve and impact the area. She said it would be helpful to the Sound Transit Board to receive feedback and input from the Bellevue City Council regarding its preferences.

Responding to Councilmember Degginger, Mr. van de Kamp said that primary access for Options A, B and C would be NE 8th Street. Option C involves a sidewalk or path along the BNSF corridor. It would be desirable to have access at both ends of the station.

In further response to Mr. Degginger, Mr. van de Kamp said the drop-off area for Option C would be immediately east of the station. There are approximately 600-800 feet between the Option C station and NE 8th Street.

Mayor Davidson requested additional details on the drop-off area. Mr. van de Kamp said that Sound Transit would typically say that the options are at the one to five percent design level. It is possible to have an elevated station over NE 8th Street immediately north of, or as far north as, the Option C station. This could change adjacent right-of-way impacts.

Mayor Davidson expressed a slight preference for Option C. He commented that it is a bit longer walk but has nice access from the south. He asked whether it would be possible to have an elevated walkway over NE 8th Street, and to have a walkway next to the train. Mr. van de Kamp said that would be possible. However, the current assumption is that King County will build a

trail through the BNSF corridor. Mr. van de Kamp said typically a station platform is a fare-paid area, so it could not also provide general pedestrian access.

Mr. Inghram clarified that the platform design currently under consideration by Sound Transit is a platform between the rails, so even with an elevated structure, crossing NE 8th Street would require walking to ground level and to the escalators for the station, and then moving back up to the station. The current design does not provide the opportunity to go from an elevated ped-bike trail structure directly into the station.

Mayor Davidson would like to be able to elevate light rail over NE 8th Street in combination with a walkway system.

Responding to Deputy Mayor Lee, Mr. van de Kamp said that Options A, B and C provide an elevated crossing over NE 8th Street. With Option B, the station would be placed over NE 8th Street with access points at both the north and south ends. With Option A, the station platform would be immediately north of NE 8th Street, with a crossing at 116th or 120th Avenue.

Responding to Councilmember Chelminiak, Mr. Inghram said that the station alternatives are based in part on projected densities contemplated in the Bel-Red Corridor Plan and Wilburton Study. He acknowledged that some of the existing development under current zoning supports the Hospital Station options as well.

Councilmember Chelminiak noted the allowed U-turns at 110th Avenue NE and NE 8th Street, and at 120th and NE 8th Street. He questioned whether they will be able to remain in place with the implementation of the light rail Hospital Station and related changes in the vicinity of NE 8th Street and 116th Avenue NE.

Transportation Director Goran Sparrman responded that retaining the U-turns is not a certainty, and this will be part of the design issues to be addressed once further engineering work is underway. He noted that NE 8th Street is heavily used, and its design makes left turns a challenge.

Responding to Councilmember Chelminiak regarding the drop-off area, Mr. Sparrman said the intent behind Options A and B is to use the 118th right-of-way with further extension to the north to enhance accessibility to the station.

Councilmember Chelminiak observed that Option B would have the most impact on traffic congestion near the station on NE 8th Street, during both construction and ongoing light rail operation. The ongoing impact is due to vehicles stopping in the curb lane and merging back into the stream of traffic.

Councilmember Chelminiak said he is leaning toward a preference for Options A and B over NE 8th Street.

Councilmember Robertson questioned whether Option B impacts the potential expansion of NE 8th Street any more than the other options.

Mr. van de Kamp said that any plans to widen NE 8th Street would need to be worked out before progressing very far in designing the light rail station. With the configuration currently envisioned for NE 8th Street, there would be columns on the north and south sides, and possibly in the median. Mr. Sparrman said there are no plans to widen NE 8th Street at this location.

Councilmember Robertson stated that she is leaning toward Option B. Responding to Ms. Robertson, Mr. van de Kamp reviewed the walking distance from Options B and C to the hospital facilities.

Councilmember Robertson questioned whether the Council can recommend moving Options B and C forward in the Supplemental Draft Environmental Impact Statement (DEIS) review.

Councilmember Balducci observed that she does not see an obvious answer. She noted that the public process is happening within a constrained timeframe.

Councilmember Robertson said she would like to see a pedestrian overpass over NE 8th Street and a feasible “kiss and drop” area.

Councilmember Degginger said he appreciates Councilmember Balducci’s comment about the challenge of choosing an option at this point. He expressed concern about the costs associated with Option B, especially for an overhead structure. He feels that further analysis is warranted, and he is leaning toward options A and C. He observed that it seems at some point the engineers are going to have to figure out where a station fits best on the track and which access configuration makes the most sense. Mr. Degginger would like a solution that will serve both the Wilburton area and the Medical District.

Deputy Mayor Lee said that, based on what he has seen, he believes that Option B has more advantages than Option A. He is leaning toward Options B and C. Responding to Mr. Lee, Mr. van de Kamp said that the primary difference between Options A and B is being immediately north of NE 8th Street versus over the roadway. Mr. Inghram added that for Option B, the access points are on the north and south sides of NE 8th Street.

Councilmember Balducci observed that perhaps the numbers at this point should not be taken as scientifically accurate. She believes that at this level, the information is useful primarily for comparison purposes. She commented that the walking distance with Options A and B is roughly the same, as opposed to the longer walking distance with Option D. She noted that there will be more time to refine the design of the station.

Deputy Mayor Lee said he is comfortable with Options B and C.

Councilmember Wallace stated that Option D is not desirable. He favors further study of Options A, B and C. He suggested looking at the potential overlap with the Spring District Station. He

questioned the potential for going below grade, including under NE 8th Street, which would reduce noise impacts. He suggested further analysis of station access and ridership. He would like more study of the impacts to NE 8th Street, during construction and with future light rail operation. Councilmember Wallace expressed concern about the noise impacts related to Option C.

Mayor Davidson summarized the Council's interest in additional design analysis of Options A, B, and C.

Councilmember Balducci said she will report back to the Council following discussions with the Sound Transit Board and its capital committee this week.

At 8:45 p.m., Mayor Davidson declared the meeting adjourned.

Myrna L. Basich, MMC
City Clerk

kaw