

**REDMOND CITY COUNCIL  
STUDY SESSION**

February 10, 2009

**Mayor**

John Marchione

**Members of the Council**

Nancy McCormick, Council President

Kim Allen

David Carson

Richard Cole

Hank Margeson

Hank Myers

Pat Vache, Vice President

**Staff**

Jane Christenson, Assistant to the Mayor

Bill Campbell, Public Works Director

Rob Odle, Planning and Land Use Director

Ron Grant, Deputy Public Works Director

Lori Peckol, Planning Policy Manager

Terry Marpert, Principal Planner

Nina Rivkin, Chief Policy Advisor

Don Cairns, Engineering Manager

Jayme Jonas, Associate Planner

Michelle M. McGehee, CMC, City Clerk

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**MEETING SUMMARY**

Convened: 7:30 p.m.

Adjourned: 10:25 p.m.

Councilmember McCormick opened the meeting and overviewed the agenda.

**Introduction and Report – Mr. Doug Levy, Lobbyist**

Mayor Marchione introduced Mr. Doug Levy, Redmond City Lobbyist.

Mr. Levy introduced himself to the members of the Council and overviewed his background in government and in lobbying. He spoke regarding the current economic conditions of the State and its projected budget shortfall; he discussed how the budget impacts may be felt in the operating budget and the transportation and capital budgets. Members of the Council and Mr. Levy discussed priority legislative items of the City. Mr. Levy received feedback from the Council.

**Sound Transit East Link Light Rail Draft Environmental Impact Statement (EIS)  
Follow-Up**

Jayme Jonas, Associate Planner, and Terry Marpert, Principal Planner, provided a presentation to the Mayor and Members of the Council regarding the alignments for the Sound Transit East Link Light Rail Draft EIS, and requested some clarification from the Members of the Council regarding their position on the preferred alignment. The presentation addressed:

- Meeting Purpose

- Briefing on the East Link Draft EIS
- Seek Council Comments and Questions
- City Council Direction on Four Points:
  - Downtown Redmond Preferred Alternative Alignment
  - Terminus at Town Center
  - Overlake Preferred Alternative Alignment
  - Staff DEIS Comment Approach
- Background
  - East Link Project DEIS:
    - Issued Dec. 12, 2008
    - 75-day Comment Period
    - Open Houses and Public Hearings, January 2009
    - DEIS Comments Due by February 25, 2009
  - The Draft EIS:
    - Illustrates Project Alternatives Between Seattle and Downtown Redmond
    - Provides Information
    - Identifies Impacts to the Built and Natural Environment
    - Identifies Mitigation for Project Impacts
    - Provides Opportunity for Public Comments
    - Serves as the Basis for Choosing a Preferred Project Alternative
  - Prior Council Action
    - February 7, 2006 – Endorsed E2 SR 520 Alternative in Downtown
    - March – Sept 2008 – Briefings on ST2 Funding, Taxes, Principles, Projects
    - October 7, 2008 – Adopted a Resolution Supporting the November 4, 2008, ST2 Ballot Measure
- Issues
  - Downtown Redmond Preferred Alternative Alignment
    - The E2 SR 520 Alternative Alignment in Downtown Redmond was previously supported by Council because of strong citizen support, less impact to property, lower costs, and maximized ridership.
  - Terminus at Town Center
    - Reduces Segment E costs, from \$790 million to \$570 million (2007)
    - Reduces Traffic Impacts on 161<sup>st</sup> Avenue NE
    - Cost Effective
  - Overlake Preferred Alignment
    - Pros:
      - Supports Overlake Village Vision and Policies
      - Station is Closer to Retail Uses, Housing, and Jobs
      - Serves East Bel-Red Corridor
      - Avoids Slip Ramp, Stormwater Facility
      - Fewer Impacts to Businesses and Utilities
      - Aerial Over 148<sup>th</sup> Avenue NE Costs Less
      - Works with Bellevue’s D2 and D5 Alignments
    - Cons:
      - The Elevated to At-Grade NE 24<sup>th</sup> Street Alternative has Potential Urban Design Challenges

- Impacts to Traffic, Pedestrians, Bicyclists at the NE 24<sup>th</sup> Street/152<sup>nd</sup> Avenue NE Intersection (can seek mitigation)
  - Staff DEIS Comment Approach
    - East Link:
      - Build as Far East as Possible Under ST2
      - City Will Help Manage Costs, Reduce Risk
      - City Will Work With Others in Support of Mutual Interests
    - Design and Alignment:
      - Fully Design East Link
      - Ensure Seamless Construction to Downtown Redmond
      - Address Overlake Terminus Impacts
      - Mitigation to Include Marymoor Park and Ride
      - Build a High Capacity Transit Connection, Southeast Redmond Station to the Overlake Transit Center
- Recommendation
  - Reaffirm Downtown E2 SR 520 Alignment
  - Affirm Town Center Station Terminus
  - Approve Overlake D2 NE 24<sup>th</sup> Street Alignment
  - Support Staff Approach for Commenting on the DEIS
- East Link Project Schedule
  - Draft EIS Schedule
    - February 25, 2009, Comments Due
    - Spring 2009: ST Board Selection of a Preferred Alignment
    - Summer 2010: Final EIS Issued, ST Board Preferred Projects Selected, Federal Record of Decision
  - Project Schedule
    - 2011 to 2013: Final Design
    - 2013 to 2019: Seattle to Bellevue Construction
    - 2014 to 2020: Bellevue to Overlake Construction
    - 2020: Start Service to Bellevue
    - 2021: Start Service to Redmond-Overlake
- Overlake: D5 NE 26<sup>th</sup> Street
  - Pros
    - Traffic Operations
      - Entire Alignment
      - 152<sup>nd</sup> Ave NE/NE 24<sup>th</sup> Street
  - Cons
    - Property/Business Impacts
    - Potential Conflicts
      - Slip Ramp
      - Regional Stormwater Management
    - Station Locations
    - Cost
- Overlake: D3 NE 20<sup>th</sup> Street
  - Pros
    - Station Location
    - Traffic Operations: 152<sup>nd</sup> Avenue NE/NE 24<sup>th</sup> Street

- Cons
  - Urban Design
  - Access Issues
  - Utilities Impacts
  - Cost
  - Bellevue Concerns

Members of the Council discussed:

- the possible alignment alternatives;
- connecting ridership through the placement of a downtown terminus near the Redmond Transit Center, or a walking path linking the transportation system from Town Center to the Transit Center;
- parking availability in the downtown area to accommodate commuters;
- contacting Redmond Town Center for their comments on a possible location of a terminus in their area;
- identifying any possible environmental tradeoffs between the two possible station location sites;
- the Sound Transit Board making their decisions regarding the preferred alignment this spring and the importance of Redmond weighing in now during the comment period;
- possible displacement and impacts to business in the area that would be affected by the project;
- Councilmember Cole's idea of including another possible alignment alternative, following 16<sup>th</sup> and then switching to the D5 alignment route; and
- the submission of two possible alignments through the Overlake area.

Members of the Council agreed to have their comments on the draft EIS submitted to the Sound Transit Board through correspondence from the Mayor.

### **2022 Transportation Facility Plan Update: Transportation Projects**

Ms. Lori Peckol, Planning Policy Manager, and Mr. Don Cairns, Engineering Manager, provided a presentation to the Mayor and Members of the Council regarding the 2022 Transportation Facility Plan (TFP) Update. The presentation addressed:

- The purpose of the presentation
  - Higher Purpose: implement plan-based concurrency in 2009 with an updated TFP
  - Meeting Purpose
    - Affirm criteria transportation project prioritization
    - Review proposed new and expanded projects for the 2022 TFP
    - Review candidate projects for consideration of deferral from the 2022 TFP
- Why update the 2022 TFP?
  - To enact the plan-based concurrency regulations
  - To reflect recent planning work in Downtown and Overlake
  - To incorporate updated projects for the Bellevue-Redmond-Overlake Transportation Study (BROTS) Successor Agreement

- To update the revenue forecasts
- Major milestones to plan-based concurrency regulations
- The Transportation Master Plan
- The Transportation Facilities Plan (TFP)
  - 61 Projects (individual major improvements e.g. major street – Bear Creek Parkway, minor street – Old Redmond Road and West Lake Sammamish Parkway)
  - 14 Programs (on-going delivery of distinct portions of the TFP)
    - Pavement Management, Bridge Repair
    - Targeted Safety, Traffic Calming, Street Lighting
    - TMP Action Plan, Concurrency, CIP Management
    - Sidewalks, Bike Facilities
    - Demand Management, Channelization, Undergrounding, Engineering Contingency
- Criteria for Prioritizing Project and Programs
  - Safety and Preservation (Basic)
  - Support Concurrent (First Level)
    - Support Centers
    - Provide Connections
    - Multi-modal Corridors
    - Prepare for HCT
  - Secondary Criteria
    - Support Community Character
    - Provide Additional Capacity
    - Support Freight Mobility
  - Additional Criteria
    - Project is Fully Funded or Committed
    - Agreement with Developer or Agency
    - Project is Partially Funded
- Proposed New or Expanded Projects to be Added to the TFP
  - Downtown
    - Full Redmond Way and Cleveland Street
    - Redmond Way Bridge Over Bear Creek
  - Overlake
    - SR 520 – 148<sup>th</sup> Avenue NE Slip Ramp
    - 152<sup>nd</sup> Avenue NE Corridor
    - Expanded Pedestrian and Bicycle Programs
      - NE 40<sup>th</sup> Bicycle/Pedestrian Improvements
      - 40<sup>th</sup> Street Grade Separation of SR 520 Trail
      - 148<sup>th</sup> Avenue NE Multi-Use Trail over SR 520
      - Complete 51<sup>st</sup> Street Sidewalk from 156<sup>th</sup> to W Lake Sammamish Parkway
      - SR 520 Pedestrian Crossing at NE 40<sup>th</sup> Street Transit Center
      - 51<sup>st</sup> Street Grade Separation of SR 520 Trail
    - BROTS Successor Agreement Projects
      - Options to Fund Overlake/BROTS

- Partially Funded Projects Candidates for Deferral
  - W Lake Samm Pkwy NE/NE 51<sup>st</sup> Street
  - W Lake Samm Pkwy NE/Bel Red Road
  - 152<sup>nd</sup> Avenue NE/NE 24<sup>th</sup> Street
  - 166<sup>th</sup> Avenue NE (complete 4-3 conversion)
  - East Lake Samm Pkwy/187<sup>th</sup> Avenue NE
  - Willow Road/Redmond Way
- Unfunded Projects Candidates for Deferral
  - Union Hill Road (phase 3)
  - 160<sup>th</sup> Avenue NE (extension)
  - 164<sup>th</sup> Avenue NE (4-3 conversion)
  - NE 116<sup>th</sup> Street (east and west ends)
  - Bel-Red Road/NE 24<sup>th</sup> Street
- Candidates for Deferral from the TFP
  - Questions about the Candidate Projects
  - Feedback on the List- Projects to Consider for Addition or Removal
  - Additional Information Needed
- Prepare for BROTS Study Session on March 10
- Prepare Conceptual Level Cost Estimates
- Prepare for TFP Revenue Conversation on April 14
- Public Outreach – ongoing

Members of the Council discussed:

- including “freight and services” as a project criteria for the TFP;
- the percentage of traffic reduction based upon construction of the 148<sup>th</sup> Slip Ramp;
- asking staff to consider constructing a side walk only on one side of 51<sup>st</sup> Avenue, and a possible cross-walk;
- the State’s funding of a route study for SR 520;
- increasing the emphasis of getting the North/South Corridor project (Willows Road/Avondale Road/and Red-Wood Road) on the table;
- obtaining figures and a needs criteria for the proposed deferral projects (funded and unfunded) in order to be able to make a more informed decision on which items to defer – how much funding is available vs. project completion;
- moving the 160<sup>th</sup> Avenue project up on the list; and
- the status of Redmond is its conversations with Bellevue regarding the BROTS Successor Agreement.

### **Council Talk Time**

Discussion ensued regarding:

- the Suburban Cities Association’s debate regarding waiving impact fees for affordable housing projects;
- the Polar Bear Plunge that will be held on Valentine’s Day at Idylwood Park;
- the use of expiring bond funds for the stadium in Seattle; and
- discussion topics for the March Council retreat.