



# City of Bellevue

450 110th Avenue NE  
Bellevue, WA 98004

## Meeting Agenda City Council Regular Meeting

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Tuesday, August 4, 2026

6:00 PM

Council Chambers (1E-126)

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City Council meetings are conducted in a hybrid manner with both in-person and virtual attendance options. To speak at the meeting, you can attend in-person or remotely participate via one of these options:

- [www.zoom.us](https://www.zoom.us) and enter Webinar ID: 871 6827 7098 Password: 534267
- 253-215-8782 and enter Webinar ID: 871 6827 7098

The meeting may also be viewed on BTV Channel 21, or for the best viewing experience watch livestream on Bellevue Television YouTube:

[www.youtube.com/bellevuetelevision](https://www.youtube.com/bellevuetelevision)

### 1. Call to Order

### 2. Roll Call, Flag Salute

- a) [26-483](#) International Overdose Awareness Day Proclamation
- b) [26-484](#) Black Business Month Proclamation
- c) [26-485](#) India Day Proclamation

### 3. Approval of Agenda

#### 4. Oral Communications

*The total time for oral communications is 30-minutes and topics must relate to City of Bellevue government. Persons speaking to items on the agenda will be called first and, if time remains, persons not speaking on an agenda item will be called. The Presiding Officer is authorized, in each category, to give preference to (1) persons who have not spoken to Council within 60 days prior to the meeting or (2) to persons speaking to items anticipated to come on the agenda within 60 days. Speakers will be allowed up to three minutes to speak, and a maximum of three persons are permitted to speak to each side of any one topic. Please note that testimony provided during oral communications will be recorded.*

*Speakers may register beginning at 12:00 p.m. on the day of the Council meeting using the online link below. In-person assistance to register is available at 5:00 p.m. outside the City Council meeting room on the first floor.*

<https://bellevuewa.gov/council-oral-comms>

#### 5. Reports of Boards and Commissions

#### 6. Report of the City Manager

#### 7. Council Business and New Initiatives

#### 8. Consent Calendar

- a) [26-486](#) Council Minutes  
*Minutes of July 21, 2026*
- b) [RES 10660](#) Resolution authorizing execution of an agreement with Hughes Fire Equipment, Inc. to purchase four replacement Basic Life Support (BLS) ambulances in the amount to not exceed \$1,600,116, plus all applicable taxes.
- c) [RES 10661](#) Resolution authorizing execution of an agreement with Braun Northwest, Inc. to purchase one replacement Bomb Squad Support Vehicle in the amount to not exceed \$530,354, plus all applicable taxes.

#### 9. Public Hearings

#### 10. Study Session Items

- a) [26-487](#) Development Agreement to enable the BelRed Arts Transit Oriented Development project with BRIDGE Housing.
- b) [26-488](#) Utility Connection Charge Improvements
- c) [26-489](#) Update on the Shared Micromobility Program

**11. Land Use Reports**

**12. Other Ordinances, Resolutions and Motions**

**13. Written Reports**

**14. Unfinished Business**

**15. New Business**

**16. Executive Session**

**17. Adjournment**

For alternate formats, interpreters, or reasonable modification requests please phone at least 48 hours in advance 425-452-7810 (voice) or email [counciloffice@bellevuewa.gov](mailto:counciloffice@bellevuewa.gov). For complaints regarding modifications, contact the City of Bellevue ADA, Title VI, and Equal Opportunity Officer at [ADATitleVI@bellevuewa.gov](mailto:ADATitleVI@bellevuewa.gov).

**Approval of Agenda:** The time at which the agenda is approved. Councilmembers or the City Manager may also suggest adding, withdrawing or moving the order of items on the agenda at this time. A simple majority of Councilmembers present may vote to approve as written or as amended.

**Oral Communications:** This agenda item provides an opportunity for members of the public to address the Council on any subject except quasi-judicial matters or matters scheduled for a public hearing before the Council. The total time for oral communications is 30 minutes, and speakers must limit their presentation to 3 minutes. A maximum of three persons are permitted to speak to each side of any one topic.

**Consent Calendar:** Those matters of business that require action by the Council which are considered to be of a routine and non-controversial nature are placed on the consent calendar. The individual items on the consent calendar are typically approved, adopted, or enacted by one motion of the Council.

**Public Hearings:** Hearings held to receive public comment on important matters before the Council, allowing the public an opportunity to provide input for Council consideration in the decision-making process.

**Study Session Items:** Council reviews and determines the approach to be used on significant policy issues, to receive progress reports on current issues, or to receive information from the City Manager, staff, or other regional officials.

**Land Use:** This is the point on the agenda when land use matters, including the City Hearing Examiners' decisions and recommendations on various land use applications, as well as appeals, are taken up for Council discussion and action. Often the items taken up under this agenda item are quasi-judicial in nature.

**Written Reports:** Council receives updates or progress reports on initiatives, plans, and programs in written format.

**Quasi-Judicial:** Matters where the Council acts in their judicial capacity rather than their legislative capacity.

**Quorum:** Minimum number of voting members who must be present for business to be conducted. A quorum of the Bellevue City Council is four (4) members, a simple majority.

**Ordinance:** Ordinances are legislative acts or local laws. They are the most permanent and binding form of Council action and may be changed or repealed only by a subsequent ordinance.

**Resolution:** Legislation that is adopted to express the policy of the Council or to direct certain types of administrative action.

**Motion:** A motion is typically used to indicate majority approval of a procedural action or to authorize disposition of routine items of business on the Council agenda. It may also be used to direct staff to take certain administrative actions.

**Executive Session:** Private sessions that may be held by the City Council only for the purposes specified in RCW 42.30.110. These include, but are not limited to, issues concerning the buying and selling of real property, certain personnel issues, and litigation. The purpose and length of Executive Sessions is publicly announced prior to recessing into Executive Session.



# City of Bellevue | Proclamation

**Whereas:** International Overdose Awareness Day is recognized globally on August 31 as an opportunity to remember those we have lost to overdose, support those left behind and take action to prevent further loss of life; and

**Whereas:** drug overdoses continue to impact families, neighborhoods and communities across Washington state - including right here in Bellevue -where fentanyl and other synthetic opioids have sharply increased the risk of unintentional overdose; and

**Whereas:** the stigma associated with substance use disorders prevents too many people from seeking the help they need, and perpetuates silence, isolation and shame among individuals, families and survivors; and

**Whereas:** harm reduction strategies - including access to naloxone, overdose education and supportive services - are critical tools in saving lives and providing pathways to treatment and recovery; and

**Whereas:** local organizations, first responders, healthcare workers and peer recovery specialists play a vital role in addressing the overdose crisis with compassion, urgency and care; and

**Whereas:** the City of Bellevue is committed to promoting public health, equity and the safety of all residents - especially our most vulnerable - and stands with communities working to prevent overdoses and support healing.

**Now, therefore, I, Mo Malakoutian, Mayor of the City of Bellevue, Washington, and on behalf of the City Council, do hereby proclaim **August 31, 2026** as:**

## **International Overdose Awareness Day**

in Bellevue and encourage all residents to help raise awareness, reduce stigma and support evidence-based solutions that prevent overdose and save lives.

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Mo Malakoutian, Mayor  
City of Bellevue



# City of Bellevue | Proclamation

**Whereas:** August is recognized nationally as Black Business Month, a time to celebrate the innovation, entrepreneurship and lasting contributions of Black-owned businesses that strengthen communities and expand economic opportunities; and

**Whereas:** Black-owned businesses play an important role in Bellevue's dynamic economy, creating jobs, enriching the city's cultural fabric and contributing to the innovation and entrepreneurship that help our community thrive; and

**Whereas:** Bellevue is strengthened by the diversity of its residents, businesses and entrepreneurs, and the city is committed to fostering an environment where every founder can succeed, contribute and grow; and

**Whereas:** while many Black entrepreneurs continue to face barriers to capital, professional networks and visibility, they continue to demonstrate resilience, creativity and leadership in building successful businesses and creating opportunities for others; and

**Whereas:** organizations and initiatives throughout Bellevue - including local chambers, economic development programs and community partners - are working to support Black-owned businesses through access to funding, technical assistance, mentorship and visibility; and

**Whereas:** Black Business Month is an opportunity for residents, businesses and organizations to recognize the achievements of Black entrepreneurs by shopping, dining, investing, mentoring and building relationships that support Black-owned businesses throughout the year.

**Now, therefore, I,** Mo Malakoutian, Mayor of the City of Bellevue, Washington, and on behalf of the City Council, do hereby proclaim **August 2026** as:

## **Black Business Month**

in Bellevue, Washington, and encourage all residents to celebrate the contributions of Black-owned businesses, participate in community events including Golden Hour Unboxed on August 23, and support Black entrepreneurs whose innovation, leadership and resilience help Bellevue remain a welcoming, vibrant and prosperous community for all.

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Mo Malakoutian, Mayor  
City of Bellevue



# City of Bellevue | Proclamation

**Whereas:** the City of Bellevue recognizes the historical significance of India's Independence Day, commemorating August 15, 1947, when the Republic of India achieved independence through a long and courageous struggle for freedom, bringing an end to more than two centuries of British colonial rule; and

**Whereas:** India's journey from colonial rule to the world's largest democracy continues to inspire people around the globe, with the nation making significant contributions in science, technology, entrepreneurship, healthcare, education and space exploration while strengthening its role as a global leader and economic partner; and

**Whereas:** Bellevue is proud to be home to a vibrant and growing Indian American community whose members enrich the city's civic life, economy and cultural landscape as entrepreneurs, innovators, educators, healthcare professionals, engineers, artists, public servants and community leaders; and

**Whereas:** Indian Americans in Bellevue represent a rich diversity of cultural, linguistic and religious traditions - including Hindu, Muslim, Sikh, Christian, Jain, Buddhist, Jewish and Zoroastrian communities - reflecting a shared commitment to inclusion, mutual respect and civic engagement; and

**Whereas:** the shared values of democracy, innovation and opportunity continue to strengthen the enduring relationship between the United States and India while deepening the connections between the City of Bellevue and its Indian American residents.

**Now, therefore, I,** Mo Malakoutian, Mayor of the City of Bellevue, Washington, and on behalf of the City Council, do hereby proclaim **August 15, 2026**, as

## India Day

in Bellevue, Washington, and encourage all residents to recognize and celebrate the rich cultural heritage, history and ongoing contributions of Indian Americans to our city and nation.

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Mo Malakoutian, Mayor  
City of Bellevue

CITY OF BELLEVUE  
CITY COUNCIL

Summary Minutes of Regular Meeting

July 21, 2026  
6:00 p.m.

Council Chamber  
Bellevue, Washington

PRESENT: Mayor Malakoutian, Deputy Mayor Hamilton and Councilmembers Bhargava, Briar, Robinson and Sumadiwirya

ABSENT: Councilmember Nieuwenhuis

1. Call to Order

The meeting was called to order at 6:00 p.m., with Mayor Malakoutian presiding.

→ Councilmember Robinson moved to excuse Councilmember Nieuwenhuis from tonight's meeting. Deputy Mayor Hamilton seconded the motion.

→ The motion carried by a vote of 6-0.

2. Roll Call; Flag Salute

Deputy City Clerk Karin Roberts called the roll and all Councilmembers except Councilmember Nieuwenhuis were present. Deputy Mayor Hamilton led the flag salute.

3. Approval of Agenda

→ Deputy Mayor Hamilton moved to approve the agenda, and Councilmember Robinson seconded the motion.

→ The motion carried by a vote of 6-0.

4. Oral Communications

Deputy City Clerk Roberts said the Council appreciates public comments and supports everyone's right to express themselves. Comments shared by the speakers are their own and do not necessarily reflect the views or values of the Council or the City. Ms. Roberts said the total time allowed for oral communications is for a period not to exceed 30 minutes and topics must relate to City of Bellevue government. Individuals speaking to items on the agenda will be called first and if time remains, others will be called. The presiding officer is authorized to give

preference to individuals who have not spoken to the Council within the past 60 days or who are speaking to items that will come before the Council in the upcoming 60 days. Each speaker is allowed up to three minutes to speak, and a maximum of three speakers are allowed to speak to any one side of a particular topic. In compliance with Washington state campaign laws regarding the use of public facilities, no speaker may support or oppose a ballot measure or candidate.

- (a) Erik Brand, a Board member of the Woodridge Community Association, expressed concern about middle housing laws that allow up to six units per single-family lot. He said City regulations conflict with recorded private neighborhood covenants. He said redevelopment should address infrastructure needs, parking, sewer capacity, sidewalks and aging in place housing.
- (b) Marcelle Van Houten, Treasurer of the Woodridge Community Association, said she served eight years on the Bellevue Planning Commission, including two terms as chair, and has served on several citizen advisory committees. She worked as a consultant for Puget Sound Energy, City of Edmonds, Pierce County and others prior to her retirement. She expressed concern regarding the impacts of middle housing in her neighborhood and encouraged the City to inform permit applicants about private covenants.
- (c) Diana Leo, Vice President of Government Affairs, Bellevue Chamber of Commerce, spoke on behalf of the Eastside Housing Roundtable and expressed support for the City's multifamily tax exemption (MFTE) catalyst program for housing in mixed-use areas. She said the Eastside Housing Roundtable supports the proposed changes to fee-in-lieu eligibility and application timing.
- (d) Brady Nordstrom, Associate Director of Government Relations and Policy, Housing Development Consortium, expressed support for the Eastside Housing Roundtable's agreement related to the MFTE catalyst program. He thanked the Council for working with the community to find the right balance of regulations.
- (e) Nava Carlyle, Government and Policy Affairs Intern, Bellevue Chamber of Commerce, spoke on behalf of the Bellevue Mobility Coalition. She encouraged additional transportation funding to adequately address growth and traffic congestion. She encouraged the City to focus on intersection capacity, priority bike and pedestrian connections, and vehicular throughput.
- (f) Carol Schiller, a Woodridge resident, expressed concern regarding middle housing regulations and neighborhood covenants. She said the City recently processed permit applications for a multifamily project on a single-family lot governed by covenants restricting the lot to one house. She said this forces residents to take legal action to protect their property rights.
- (g) Christopher Randels, Complete Streets Bellevue, thanked the City for its hard work on the transportation benefit district (TBD) discussions. He encouraged projects and programs to reduce fatalities and serious injuries on local streets. He asked the Council to

continue to underscore the need for the prioritization of safety and multimodal infrastructure.

- (h) Mariya Frost, Vice President of Government Affairs, Kemper Development Company, encouraged the Council to keep the City's budget and Capital Investment Program (CIP) fiscally disciplined. She expressed concern regarding the proposed TBD and noted there have recently been two county sales tax increases. She said if a TBD is moved forward, it should be placed before the voters. She encouraged the completion of Spring Boulevard, intersection improvements and data-driven safety projects.
- (i) Victor Bishop urged the City to support growth-related transportation needs. He encouraged the City to move forward with asking the voters to approve a TBD to address traffic congestion.
- (j) Cameron Kast expressed concern regarding street safety for vehicles, pedestrians and cyclists. He said the City should invest in transportation infrastructure that directly benefits current Bellevue residents.
- (k) Joe Kunzler apologized for his inappropriate comments the previous week. He expressed his ongoing concern regarding disparaging comments to the Council on a regular basis from a member of the public. He thanked Councilmembers for their public service.

5. Reports of Boards and Commissions

- (a) 2027 Recommended Budget and Strategic Plan for Bellevue-Redmond Tourism Promotion Area (TPA)

City Manager Diane Carlson introduced discussion regarding the recommended budget and strategic plan for the Bellevue-Redmond Tourism Promotion Area (TPA).

Lori Hoffman, Arts and Creative Economy Manager, Community Development Department, said staff requests that the Council consider directing staff to return with legislation as part of the 2027-2028 budget process to support expenditures consistent with the budget and strategic plan recommended by the Bellevue-Redmond TPA Advisory Board.

Lizzette Flores, Cultural Tourism Specialist, said staff would provide an overview of the TPA, its impact to date, and the 2027 budgets and strategic plans for the two zones.

Wade Hashimoto, Chair, Bellevue-Redmond TPA Advisory Board, commented on the importance of tourism to the local and regional economy. The TPA directly supports tourism promotion and the lodging fees collected through the TPA are spent within their respective cities.

Ms. Flores said the TPA helped bring 2.2 million overnight visitors to Bellevue in 2025 and areas of emphasis for 2026 include culinary tourism. Overnight visitors to Redmond grew to more than 400,000 in 2025. Ms. Flores highlighted the recommended 2027 budgets for the Bellevue and Redmond zones.

Mr. Hashimoto said both zones have similar strategic plans and TPA funds may be used for tourism promotion as allowed by the interlocal agreement (ILA). Bellevue's TPA strategic plan includes a focus on airport and cruise connections, destination stewardship and signature events. The 2027 goals for the Bellevue zone are to attract 2.5 million visitors, increase citywide hotel occupancy to 73 percent, increase weekend hotel occupancy to 69 percent and help support approximately 14,000 local jobs. The Redmond zone's strategic plan focuses on enhanced marketing and communications, destination sales and expanding transportation options. Redmond's 2027 goals are to increase overnight occupancy to 420,000, improve marketing benchmarks and focus on niche tourism programming.

Responding to Councilmember Sumadiwirya, Mr. Hashimoto confirmed that the TPA collaborates with the Bellevue Arts Commission for art and cultural programming.

Councilmember Robinson expressed an interest in supporting large events, such as the Rock 'n' Roll marathon. She said Bellevue has the annual Wintergrass festival, one of the largest bluegrass, Americana, world, and acoustic music festivals in the country. While participation is strong, many people do not know about it. Ms. Hoffman said Visit Bellevue has an arts festival incubator that could potentially provide more marketing funds for the festival and for new festivals and events.

Councilmember Briar expressed support for the work of the TPA. She said Timbaland, the producer for Justin Timberlake, has expressed an interest in producing a talent show.

Responding to Councilmember Bhargava, Ms. Hoffman said the cruise connections initiative was launched around the same time as the recent FIFA World Cup event. Mr. Hashimoto said the airport connection funded in part by the TPA offers discounts to customers. Mr. Bhargava encouraged pursuing events that could have a national draw.

Deputy Mayor Hamilton expressed support for the efforts and accomplishments of the TPA to date.

Responding to Mayor Malakoutian, Mr. Hashimoto commented on ensuring that the TPA is properly funded to continue to invest in unique, Bellevue-centric activities including culinary tourism and wellness events.

- Deputy Mayor Hamilton moved to accept the Bellevue-Redmond TPA Advisory Board's recommendation for the TPA's 2027 budget and strategic plan, and to direct staff to return with legislation as part of the City's 2027-2028 budget process to support expenditures. Councilmember Robinson seconded the motion.
- The motion carried by a vote of 6-0.
- 6. Report of City Manager: None.
- 7. Council Business and New Initiatives: None.

8. Consent Calendar

- Deputy Mayor Hamilton moved to approve the Consent Calendar, and Councilmember Robinson seconded the motion.
- The motion to approve the Consent Calendar carried by a vote of 6-0, and the following items were approved:
  - (a) Motion to approve payment of claims and payroll for the period June 1, 2026 - June 30, 2026.
  - (b) Resolution No. 10656 authorizing execution of an agreement between the City of Bellevue and American Traffic Solutions, Inc., doing business as Verra Mobility, for the use of automated cameras to issue notices of speeding infractions within city limits. The initial term of the agreement is through January 31, 2030, with an option to extend for two additional two-year terms.

9. Public Hearings: None.

10. Study Session

- (a) Name Recommendation for the park at Main Street and 112<sup>th</sup> Avenue SE

City Manager Carlson introduced discussion regarding the naming of the park at Main Street and 112<sup>th</sup> Avenue SE.

Camron Parker, Assistant Director, Parks and Community Services Department, said staff is seeking Council direction regarding its preferred name for the park at Main Street and 112<sup>th</sup> Avenue SE.

Betsy Anderson, Senior Planner, described and presented photos of the park, which was acquired and constructed by Sound Transit as part of the light rail project and transferred to the City in 2024. The site is also the location of a commemorative project to honor Japanese American history in Bellevue. Ms. Anderson said Isan Bellevue has committed to fundraising to complete the project, which is a plaza with a map depicting former Japanese American farms.

Ms. Anderson said Resolution No. 10151 adopted in October 2022 established policy for naming public parks and recreation facilities. To initiate this park naming process, staff conducted a community survey beginning in the spring of 2025. Staff screened 258 suggested park names based on the policy criteria and name options were considered by the Parks and Community Services Board. A list of nine names was reviewed by the Board in May.

Rowena Clima, Chair, Parks and Community Services Board, said the Board unanimously selected Isan Park as the recommended name due to its unique character and cultural significance. Isan means legacy or heritage in Japanese.

Mayor Malakoutian thanked staff and Chair Clima for the presentation and recommendation.

Councilmember Briar expressed support for the recommended name and thanked the Board for their thoughtful deliberation. She thanked community members who submitted suggested names.

Councilmember Bhargava expressed support for the recommended name.

Councilmember Robinson expressed support for the name and noted that it celebrates the heritage of Japanese Americans in Bellevue while acknowledging the generational impact of internment during World War II.

Councilmember Sumadiwirya thanked staff and the Board for their work and expressed support for the name. She noted the importance of honoring Japanese American culture and the residents who have been in Bellevue for so long.

Deputy Mayor Hamilton thanked the Board for their review and recommendation. He expressed support for the name and the commemorative plaza project.

- Councilmember Briar moved to direct staff to prepare a resolution for Council action to formalize the name Isan Park for the park located at Main Street and 112<sup>th</sup> Avenue SE. Councilmember Sumadiwirya seconded the motion.
- The motion carried by a vote of 6-0.

At 7:18 p.m., Mayor Malakoutian declared a break. The meeting resumed at 7:30 p.m.

(b) Transportation Needs and Funding Strategy

City Manager Carlson introduced staff's presentation regarding the City's transportation needs and funding strategy.

Andrew Singelakis, Director, Transportation Department, said staff would present information regarding transportation infrastructure needs and revenues.

Mark Poch, Deputy Director, spoke regarding the impact of regional growth on the City's transportation network, noting that 35,000 new housing units and 70,000 new jobs are anticipated by 2044. The City's role is to build and maintain connections, including sidewalks, crossings, bike lanes and intersections, and to set performance targets for all travel modes. Regional transit and transportation include light rail, regional trails, bus rapid transit and freeways.

Mr. Poch described the use of the Bellevue-Kirkland-Redmond traffic model to forecast daily round trips by mode in 2044. He said the Mobility Implementation Plan tracks the arterial network for completeness. By 2044, 17 intersections will not meet the capacity targets for vehicles.

Mr. Poch said the Transportation Improvement Program (TIP) is an important planning tool under the state Growth Management Act, and projects must be included in the program to be eligible for grants. The 2027-2032 TIP was adopted by the Council in June and represents the overall transportation infrastructure needs in Bellevue.

Mr. Poch described the new approach to the delivery of capital projects. Instead of the previous 17 individual programs and project list, the new Capital Improvement Program (CIP) Plan will have a single portfolio, Transportation Mobility and Safety, with projects categorized into five areas: 1) pedestrian and bike mobility, 2) major projects, 3) vehicle mobility, 4) neighborhood mobility, and 5) preservation and reconstruction. Projects reflected in the TIP total \$1.5 billion. Mr. Poch presented examples of the types of projects in the five program areas.

Mr. Poch recalled that the Council established a Transportation Benefit District (TBD) in 2023 to potentially generate funding for transportation improvements. He noted that TBDs are used by many surrounding jurisdictions. Bellevue's TBD has not been funded but available revenue sources include a 0.1 percent sales tax and a vehicle registration fee of \$20 per vehicle. The sales tax would generate approximately \$11 million annually and the vehicle fee would raise approximately \$2 million annually. The establishment of a TBD requires annual performance and financial reporting. The estimated annual cost per household in Bellevue is \$57 per year for non-vehicle households and \$77 per year for households with one vehicle.

Laura Milstead, Public Information Officer, City Manager's Office, described the public engagement effort to collect input on the community's transportation priorities and to build awareness about the infrastructure needed for growth. The preliminary results of community feedback highlight the following priorities: 1) maintain and repair aging streets, sidewalks and bridges, 2) add protected bike lanes and multi-use paths, and 3) increase access to transit.

Ms. Milstead encouraged the public to complete the online transportation priorities survey by August 20. She said neighborhood and community groups may request a briefing from staff, and she noted the Council public hearing on the budget and CIP Plan scheduled for September 15.

Mr. Poch said the transportation budget presentation to the Council is scheduled for October 6. Staff will present the base transportation CIP Plan and an optional plan incorporating the TBD and additional revenue.

Mayor Malakoutian thanked staff for the presentation.

Responding to Deputy Mayor Hamilton, Mr. Singelakis said staff and the Transportation Commission are monitoring the impact of recently lowered speeds limits on certain streets. Mr. Hamilton encouraged improvements to and the addition of new pedestrian and bike facilities in neighborhoods. He expressed support for projects to enhance access to transit. He acknowledged the benefits of a TBD.

Councilmember Robinson expressed concern about the need for more safe bike routes and encouraged signage to direct cyclists to the safer routes. Looking at overall safety needs, she

encouraged staff to identify and prioritize high-risk intersections for project funding. Ms. Robinson noted her top priorities to add protective bike lanes and multi-use paths throughout the community, complete the Spring District gap and prioritize West Lake Sammamish Parkway.

Councilmember Sumadiwirya asked about tracking transportation projects and needs in underserved neighborhoods. Mr. Singelakis said the Mobility Implementation Plan incorporates an equity perspective and ranking factor in the prioritization of needs and projects. Responding to Ms. Sumadiwirya, Ms. Milstead provided additional comments regarding public engagement plans.

Councilmember Briar asked about the projections regarding future increases in walk/roll and transit travel modes. Mr. Poch said the projections are based on the Bellevue-Kirkland-Redmond traffic model. Staff responded to additional brief questions of clarification. Ms. Briar expressed strong support for neighborhood safety projects.

Councilmember Bhargava said safety needs to remain the foundation for transportation investments. He expressed support for neighborhood transit connections and access, safe multimodal access and a variety of multimodal options. Responding to Mr. Bhargava, Chief Financial Officer John Resha said staff will provide more information regarding the tradeoffs associated with the TBD and other revenue sources. In further response, Mr. Poch said safety and Vision Zero principles are the top criteria in scoring and prioritizing projects. He confirmed that safety will be a top concern related to autonomous vehicles.

Mayor Malakoutian thanked his colleagues for their questions and comments. He expressed an interest in more information regarding the projects in each of the transportation budget categories. Responding to Mr. Malakoutian, Mr. Poch noted that people tend to use alternate transportation modes (e.g., bike, walk) more when safety is enhanced. Staff responded to additional brief questions of clarification. Mr. Malakoutian expressed support for the revised approach to transportation budgeting.

At 8:34 p.m., Mayor Malakoutian declared a short break. The meeting resumed at 8:41 p.m.

- (c) Multifamily Tax Exemption (MFTE) Catalyst Program for Housing Opportunities in Mixed Use Areas (HOMA)

City Manager Carlson opened discussion regarding housing opportunities in mixed use areas (HOMA).

Hannah Bahnmitter, Senior Affordable Housing Planner, said staff is requesting Council direction to finalize an ordinance adopting changes to the Multifamily Tax Exemption (MFTE) program. Ms. Bahnmitter recalled that the MFTE program provides a property tax exemption to qualified properties where a certain portion of the units are set aside as affordable for the duration of the exemption. One of the proposed changes to the program is to establish a “supercharger” catalyst tool for HOMA areas, excluding the downtown. The term refers to an exemption from a deeper affordability requirement for overlapping MFTE and land use incentives.

Ms. Bahnmitter said that on May 19, staff recommended a six-year or 1,500-unit limited supercharger catalyst for non-downtown HOMA areas. The Council provided direction to move forward with a four-year catalyst tool to include a two-year lookback at the impact of the policy. The Council also directed staff to modify code language related to the MFTE program and fee-in-lieu payments.

Ms. Bahnmitter presented the MFTE program revisions and recommendations from staff related to the four-year catalyst program, use of fee-in-lieu option and the timing of applications. The catalyst program will expire on December 31, 2031.

Mayor Malakoutian thanked staff for the information and for their responsiveness to Council questions and direction.

Councilmember Robinson expressed support for the recommended revisions.

Councilmember Bhargava thanked staff for their work and expressed support for the recommendations.

Councilmember Briar thanked staff for their diligence and responsiveness on this issue.

Responding to Councilmember Sumadiwirya, Ms. Bahnmitter said all of the housing units produced under the supercharger catalyst will be at the 80-percent AMI (area median income) level.

Deputy Mayor Hamilton noted that Ms. Bahnmitter is leaving the City. He thanked her for her work and wished her well. He expressed support for staff's recommendations. He noted that the Eastside Housing Roundtable supports the policies.

Responding to Mayor Malakoutian, Councilmembers agreed to bringing the ordinance back for formal action on a future consent calendar.

→ Deputy Mayor Hamilton moved to direct staff to finalize an ordinance related to the supercharger catalyst program for action on the consent calendar at a future meeting. Councilmember Bhargava seconded the motion.

→ The motion carried by a vote of 6-0.

11. Land Use Reports: None.

12. Other Ordinances, Resolutions and Motions: None.

13. Written Reports: None.

14. Unfinished Business: None.

15. New Business: None.
16. Executive Session: None.
17. Adjournment

At 8:55 p.m., Mayor Malakoutian declared the meeting adjourned.

Karin Roberts, CMC  
Deputy City Clerk

/kaw

**CITY COUNCIL AGENDA TOPIC**

Resolution authorizing execution of an agreement with Hughes Fire Equipment, Inc. to purchase four replacement Basic Life Support (BLS) ambulances in the amount to not exceed \$1,600,116, plus all applicable taxes.

Ira McDaniel, Deputy Director  
Levi Clark, Fleet & Communications Systems Manager  
*Finance & Asset Management Department*

Dave Tait, Fire Chief  
Doug Halbert, Deputy Chief  
*Fire Department*

**EXECUTIVE SUMMARY**

|               |                                                                                                                                                                             |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>ACTION</b> | This Resolution authorizes execution of an agreement with Hughes Fire Equipment, Inc. to purchase four replacement BLS ambulances for the Bellevue Fire Department in 2028. |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**RECOMMENDATION**

Move to adopt Resolution No. 10660

**BACKGROUND/ANALYSIS**

As a core mission, the Bellevue Fire Department provides Basic Life Support (BLS) and Advanced Life Support (ALS) services to the citizens of Bellevue and six neighboring jurisdictions, encompassing a total of 43 square miles and 153,000 residents. Those jurisdictions include Beaux Arts Village, Clyde Hill, Hunts Point, Medina, Newcastle, and Yarrow Point.

Both medic and aid unit apparatus that firefighters and paramedics utilize must provide a rapid response to allow quick medical interventions and to permit safe transport of patients to a healthcare facility for more extensive care. These units give crews a well-equipped, well-lit, dry and safe area for them to administer first aid at the scene and allow the crew to transport patients to local hospitals and clinics.

The key performance measures listed below are part of our accreditation performance measures and can be greatly affected if emergency response apparatus is not properly maintained or replaced at proper intervals to minimize costly repairs and downtime.

- Arrival within 6 minutes from the time of call 90% of the time.
- Meet or exceed a cardiac save rate of 50% using Utstein Criteria.

The replacements proposed in this purchase agreement will be moved to frontline status and one each of the current frontline vehicles rotated to reserve status for the remainder of their service life. All units affected by this purchase agreement have met their useful life and are scheduled for replacement in 2028.

This purchase will utilize an interlocal agreement between the City of Bellevue and the Houston Galveston Area Council that has a contract in place to purchase Life Line Emergency Vehicles from Hughes Fire. The city has benefitted from this cooperative purchasing arrangement for many years as it is a large consortium of public agencies and consequently obtains very competitive pricing.

## **POLICY & FISCAL IMPACTS**

### **Policy Impact**

#### Bellevue City Code

- BCC 4.28 provides for the fair and equitable treatment of all persons involved in the purchasing process. Council approval is required to award the bid where the cost exceeds \$350,000.
- BCC 4.28.150 authorizes the Director of Finance and Asset Management to join cooperative purchase agreements with other public agencies, cooperatives or consortiums when it would be in the best interest of the city.

#### Bellevue Comprehensive Plan

- Community Safety: NH-10. Ensure police, fire and emergency services provide high levels of public safety that respond to growth and changing community needs.

### **Fiscal Impact**

This agreement authorizes staff to obligate the city to pay \$1,600,116, plus applicable taxes, for the purchase of four BLS ambulances to be delivered in 2028.

The source funding for the purchase is the Mechanical Equipment Rental Fund (MERF) replacement account. This expenditure is planned, and sufficient funds have been reserved as is required by the MERF Policy for the purchase. Funds received from the surplus sale of the equipment being replaced will be deposited into the MERF replacement account for future replacement needs.

## **OPTIONS**

1. Adopt the Resolution authorizing execution of an agreement with Hughes Fire Equipment, Inc. to purchase four replacement Basic Life Support (BLS) ambulances in the amount to not exceed \$1,600,116, plus all applicable taxes.
2. Do not adopt the Resolution and provide alternative direction to staff.

## **ATTACHMENTS**

Proposed Resolution No. 10660

## **AVAILABLE IN COUNCIL LIBRARY**

Purchase agreement documents between City of Bellevue and Hughes Fire Equipment, Inc.

CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 10660

A RESOLUTION authorizing execution of an agreement with Hughes Fire Equipment, Inc. to purchase four replacement Basic Life Support (BLS) ambulances in the amount to not exceed \$1,600,116, plus all applicable taxes.

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The City Manager or designee is hereby authorized to execute an agreement with Hughes Fire Equipment, Inc. to purchase four replacement Basic BLS ambulances in the amount to not exceed \$1,600,116, plus all applicable taxes, which shall be substantially in the form of the agreement of which has been given Clerk's Receiving No. \_\_\_\_\_.

Passed by the City Council this \_\_\_\_\_ day of \_\_\_\_\_, 2026, and signed in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

(SEAL)

\_\_\_\_\_  
Mo Malakoutian, Mayor

Attest:

\_\_\_\_\_  
Charmaine Arredondo, City Clerk

**CITY COUNCIL AGENDA TOPIC**

Resolution authorizing execution of an agreement with Braun Northwest, Inc. to purchase one replacement Bomb Squad Support Vehicle in the amount to not exceed \$530,354, plus all applicable taxes.

Ira McDaniel, Deputy Director  
Levi Clark, Fleet & Communications Systems Manager  
*Finance & Asset Management Department*

Wendell Shirley, Chief of Police  
Andrew Popochock, Assistant Chief  
*Police Department*

**EXECUTIVE SUMMARY****ACTION**

This Resolution authorizes execution of an agreement with Braun Northwest, Inc. to purchase one replacement Bomb Squad Support Vehicle for the Bellevue Police Department in 2027.

**RECOMMENDATION**

Move to adopt Resolution No. 10661

**BACKGROUND/ANALYSIS**

The Bellevue Police Department serves a population of more than 155,000 community members in a 33-square mile area, with over 206 budgeted commissioned officers and 50 professional personnel. They provide professional police services to all residents, businesses and visitors of Bellevue, the fifth largest city in Washington, and strive to serve the community with respect, integrity, accountability and service.

The Bomb Squad Support Vehicle is a specialized public safety asset that protects Bellevue residents, critical infrastructure, and the surrounding communities served through mutual aid. Equipped with a mobile command center, elevated Night Scan camera system, and remotely operated bomb robot, the vehicle enables responders to safely assess and mitigate explosive threats while keeping personnel out of harm's way. Its advanced communications, reconnaissance, and command capabilities improve coordination during complex incidents, major public events, and emergency responses.

This purchase will utilize an interlocal agreement between the City of Bellevue and the Houston Galveston Area Council (HGAC) that has a contract in place to purchase from Braun Northwest, Inc. The city has benefitted from this cooperative purchasing arrangement for many years as it is a large consortium of public agencies and consequently obtains very competitive pricing.

## POLICY & FISCAL IMPACTS

### Policy Impact

#### Bellevue City Code

- BCC 4.28 provides for the fair and equitable treatment of all persons involved in the purchasing process. Council approval is required to award the bid where the cost exceeds \$350,000.
- BCC 4.28.150 authorizes the Director of Finance and Asset Management to join cooperative purchase agreements with other public agencies, cooperatives or consortiums when it would be in the best interest of the city.

#### Bellevue Comprehensive Plan

- Community Safety: NH-10. Ensure police, fire and emergency services provide high levels of public safety that respond to growth and changing community needs.

### Fiscal Impact

This agreement authorizes staff to obligate the city to pay \$530,354, plus applicable taxes, for the purchase of one Bomb Squad Support Vehicle to be delivered in 2027.

The source funding for the purchase is the Mechanical Equipment Rental Fund (MERF) replacement account. This expenditure is planned, and sufficient funds have been reserved as is required by the MERF Policy for the purchase. Funds received from the surplus sale of the equipment being replaced will be deposited into the MERF replacement account for future replacement needs.

## OPTIONS

1. Adopt the Resolution authorizing execution of an agreement with Braun Northwest, Inc. to purchase one replacement Bomb Squad Support Vehicle in the amount to not exceed \$530,354, plus all applicable taxes.
2. Do not adopt the Resolution and provide alternative direction to staff.

## ATTACHMENTS

Proposed Resolution No. 10661

## AVAILABLE IN COUNCIL LIBRARY

Purchase agreement documents between City of Bellevue and Braun Northwest, Inc.

CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 10661

A RESOLUTION authorizing execution of an agreement with Braun Northwest, Inc. to purchase one replacement Bomb Squad Support Vehicle in the amount to not exceed \$530,354, plus all applicable taxes.

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The City Manager or designee is hereby authorized to execute an agreement with Braun Northwest, Inc. to purchase one replacement Bomb Squad Support Vehicle in the amount to not exceed \$530,354, plus all applicable taxes, a copy of which agreement shall be substantially similar to the document has been given Clerk's Receiving No. \_\_\_\_\_.

Passed by the City Council this \_\_\_\_\_ day of \_\_\_\_\_, 2026, and signed in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

(SEAL)

\_\_\_\_\_  
Mo Malakoutian, Mayor

Attest:

\_\_\_\_\_  
Charmaine Arredondo, City Clerk

**CITY COUNCIL AGENDA TOPIC**

Development Agreement to enable the BelRed Arts Transit Oriented Development project with BRIDGE Housing.

Jake Hesselgesser, Acting Director  
Toni Pratt, Land Use Director  
Leticia Wallgren, Planning Manager  
*Development Services*

Bianca Siegl, Director, Office of Housing  
Linda Abe, Affordable Housing Manager, Office of Housing  
Sabrina Velarde, Associate Planner, Office of Housing  
*City Manager's Office*

**EXECUTIVE SUMMARY****DIRECTION**

Staff will present information and initial recommendations regarding the negotiation of a Development Agreement (DA) with BRIDGE Housing to enable the future BelRed Arts Transit Oriented Development (TOD) project. Recommended DA provisions balance the developer's requested modifications to the City's development regulations in the Land Use Code in order to achieve public benefits, including deeply affordable housing, arts-supportive space, and transit-oriented design.

Following discussion, staff is seeking City Council direction to prepare the DA for a public hearing and final action at a future meeting.

**RECOMMENDATION**

Consider directing staff to enter into DA negotiations with BRIDGE Housing for the BelRed Arts TOD site and prepare the DA for a public hearing at a future meeting.

**BACKGROUND/ANALYSIS**

The BelRed Arts parcel is located adjacent to the BelRed Link light rail station at 1500 130th Avenue NE. The parcel, formerly known as the Kelly TOD site, is the former Kelly's Auto Body Shop, composed of 1.15 acres with approximately 33,000 sq. ft of developable area. This parcel was originally purchased by the City of Bellevue in 2020 to support several street improvement projects along the NE Spring Boulevard corridor and ease interim parking concerns related to the redevelopment of the neighboring 130th site. In 2022, the parcel was identified as a suitable surplus property for the development of affordable housing, consistent with the strategy identified in the Comprehensive Plan to "prioritize suitable surplus city land for development of affordable housing, including affordable homeownership" (HO-52) and the 2022-2027 BelRed Arts District Implementation Plan to "advocate for, incentivize, and partner in the creation of new affordable creative space and affordable housing for artists" (CS-3).

The Office of Housing leads the project selection and coordination. On March 10, 2025, the City issued a Request for Qualifications (RFQ) to select a developer to enter into a 99-year ground lease of the parcel and design, finance, construct, and operate a mixed-use affordable housing development. The project will play a significant role in advancing the city's affordable housing goals and supporting the vision of the BelRed Arts District.

A six-member evaluation committee comprised of City subject matter experts reviewed the proposals and developer qualifications, ultimately selected BRIDGE Housing. BRIDGE's proposal demonstrated their strong development experience, their commitment to maximizing the number of deeply affordable units and family-sized units, and their thoughtful inclusion of artist inclusive amenities and arts-focused partnerships that align with the vision of the BelRed Arts District.

Following the selection of BRIDGE Housing in July 2025, the City entered into negotiations for the eventual long-term ground lease of the property, which resulted in two key legal agreements approved by City Council on June 23, 2026 – a Predevelopment Agreement and Ground Lease Agreement. The Predevelopment Agreement will govern the obligations of the City of Bellevue and BRIDGE Housing during the entitlement and design phase of the project. During this time, BRIDGE will finalize the design of the project, secure entitlements, and acquire additional public and private funding commitments.

### **Project Scoping and Feasibility**

Following developer team selection, Development Services partnered closely with BRIDGE Housing and the Office of Housing to chart the permitting pathway and address constraints that could limit delivery of the proposed affordable units. The team held regular coordination meetings with BRIDGE, the Office of Housing, and Runberg Architects. Initial sessions concentrated on terms for the ground lease and predevelopment agreement; as those advanced, discussions moved to regulatory requirements and specific items for the DA. Through consistent cross disciplinary work, assessing project needs, potential impacts, and evaluating site-specific conditions, the team identified a set of development standard modifications that will serve as the basis for negotiation. A high-level summary appears under "Modification Requests" with the detailed matrix included in Attachment B.

### **Public-Private Partnership Development Agreement**

On April 14 the Bellevue City Council adopted Ordinance No. 6911 establishing a DA pathway specifically for public private partnership (P3) projects. This P3 DA land use code amendment (LUCA) updated Bellevue's Land Use Code to allow greater zoning and development flexibility when the City owns or controls the property or is a major funder of the project. Additionally, the intent of a DA is to allow City Council the ability to enter into agreements with a developer to modify applicable development standards and other provisions of the Land Use Code for development, use, mitigation or public benefits for an agreed upon duration specified in the agreement.

The intent of the P3 DA is to support advancement of key City policy priorities, including affordable housing, environmental stewardship, and economic development. BRIDGE Housing has elected to pursue this P3 DA pathway for the proposed development. Once approved, the DA will serve as a guiding document for project terms and expectations; however, it does not exempt the project from required entitlement (land use), construction, or building permits.

There are four key closing conditions that must be met to satisfy the Predevelopment Agreement and advance the Ground Lease Agreement for final signature. Development Services will take the lead for

the City on the first and fourth items listed below. Item number four, the Public-Private Partnership DA (“P3 DA”), is the primary focus for this meeting:

1. Permitting: BRIDGE must secure all necessary permits and approvals for the construction of the project.
2. Financing: BRIDGE must secure all necessary financing and submit a Financing Plan to be approved by the City Manager, which consists of a detailed budget and copies of all commitment letters, term sheets, or award notifications.
3. Affordable Housing Outcomes: BRIDGE and the City must have agreed on the project’s final affordability levels, income targeting, and unit mix.
4. Development Agreement: The BRIDGE proposal requires certain modifications to existing land use regulations that may be authorized in exchange for certain public benefits as part of a DA.

Once these conditions have been satisfied, BRIDGE and the city will proceed to sign the Ground Lease Agreement, along with a restrictive covenant. The outside date to meet these conditions, including the P3 DA, is June 30, 2029. This timeline is expected to provide BRIDGE Housing the necessary time to obtain permits and to apply for funding under two annual public funding rounds.

#### **Requests for Modifications to Development Regulations Under the Proposed Development Agreement**

The requested modifications to City development regulations in the Land Use Code primarily relate to prescriptive dimensional standards, minimum parking stall requirements, and specific building and site design standards (see Attachment B for a comprehensive list).

#### **Roles and Responsibilities**

Development Services: The Development Services Director is the City’s lead negotiator and process steward. The Director and/or their assigned delegates shall coordinate application intake, council routing, negotiation, public notice, management of public comments, environmental review (SEPA) and City Council Public Hearing Coordination.

Office of Housing: In addition to representing the City as the property owner, the Office of Housing will act as coordinator and intermediary between Development Services and BRIDGE Housing as the DA is being negotiated. The Office of Housing will also ensure that public benefits continue to align with the targets identified in the developer's original RFQ proposal.

BRIDGE Housing Corporation: BRIDGE is the applicant and negotiator working with Development Services. They provide requested information, file the DA initiation application, and secure all future required permits (land use, utilities, clear-and-grade, building, fire, and right-of-way).

City Council: City Council is the authorizing body, policy-setter, and final decisionmaker regarding the DA. The following responsibilities are assigned to City Council under City code:

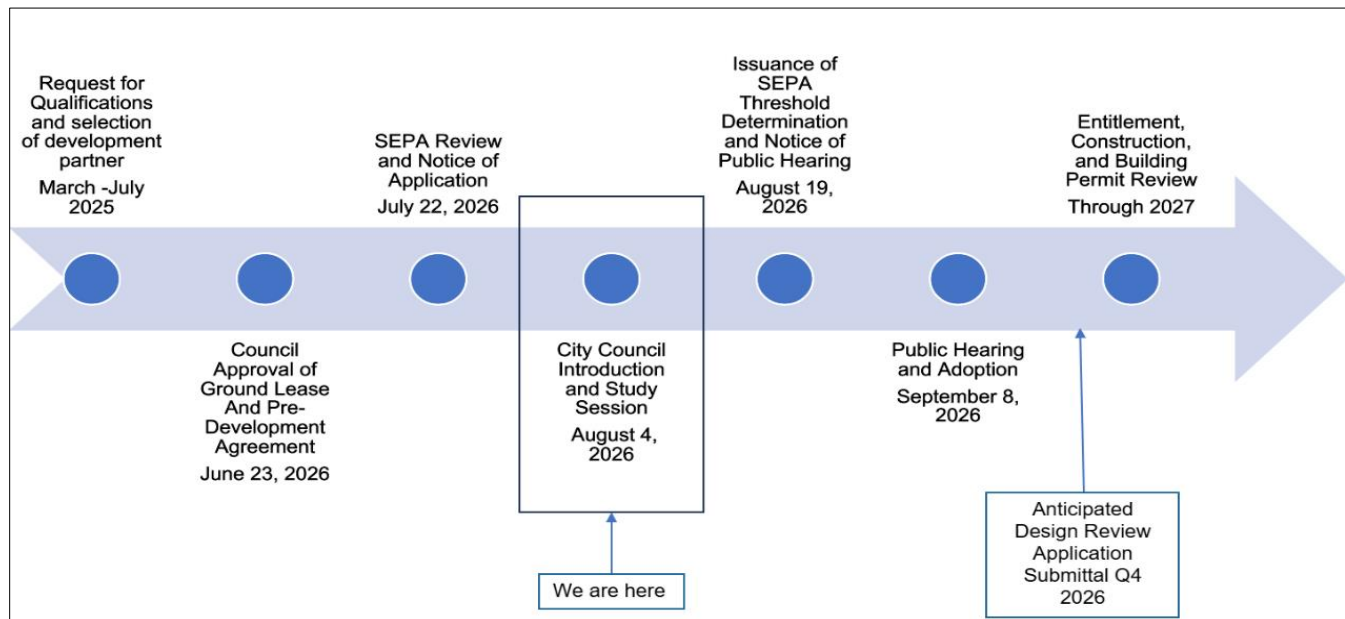
- **Authorizes the Director** to initiate negotiation or decline to negotiate.
- **Negotiation Oversight**: Provide guidance and direction to the Director to shape negotiation parameters.
- **Public Hearing**: City Council shall hold a public hearing before taking action (LUC 20.30C.060.E)

**Final Action:** Council may consider, approve, or deny the proposed DA. Approval is by ordinance and constitutes the final decision of the City. Final action shall consider the Decision Criteria set forth in 20.30C.030.

Pursuant to LUC 20.30C.030, the City Council may approve a DA if the DA:

- Is authorized under LUC 20.30C.020;
- Complies with all applicable requirements of the Land Use Code, except as may be modified under LUC 20.30C.020;
- Complies with all applicable requirements of the Bellevue City Code, except as may be modified under LUC 20.30C.020;
- Is consistent with the vision, goals, and policies of the Comprehensive Plan; and
- Results in a development that includes public benefits beyond what would be provided without the DA

## Process Overview



## Public Benefits

BRIDGE Housing will deliver the following public benefits:

- At least 140 affordable units with a target of approximately 172 affordable units, including family-sized units for households at or below 80% of the area median income.
- At least 40 units are anticipated to support persons with disabilities
- Dedicated Arts and Cultural facilities including residential units to accommodate artists
- Public Open Spaces and Gathering Areas
- All of the above are within walking distance of the light rail station

## Permitting Overview

Upon approval of the DA, BRIDGE will initiate site design with their consultant, Runberg Architects. At minimum, the project is anticipated to require Design Review, project-level SEPA Review, construction permits (clear & grade, utilities), right of way permits, fire permits, and building permits.

## POLICY & FISCAL IMPACTS

### Policy Impact

This redevelopment effort and the associated agreements align with the city's BelRed Subarea Plan and the currently underway BelRed Look Forward LUCA, which will align development regulations with updated policies, including increased housing, job growth, and transit-oriented development.

#### Comprehensive Plan Housing Element, HO-52.

Prioritize suitable surplus city land for development of affordable housing, including affordable homeownership.

#### 2026-2032 Affordable Housing Strategy, AH.11.1

Establish a framework to prioritize surplus city-owned land for affordable housing, especially in proximity to transit hubs, and dispose of it at a free or reduced cost.

#### 2022 BelRed Arts District Implementation Plan, CS-3

New Space Strategy - Advocate for, incentivize, and partner in the creation of new affordable creative space and affordable housing for artists with a focus on the 130th Node.

### Fiscal Impact

This future development will further catalyze the BelRed subarea and result in activity that creates jobs, retains essential workers, and fosters economic activity in ways that support individuals and city revenues.

As a 100% Affordable Housing Project, BRIDGE Housing will be eligible for City incentives such as the Affordable Housing Permit Fee Reduction Program and Traffic Impact Fee (TIF) Waivers. The Fee Reduction program offers eligible project proposals 100% fee reduction on all review and inspection fees when sufficient funds are available, while the TIF Waivers offer 100% waivers on eligible housing units.

## OPTIONS

1. Direct staff to enter into development agreement negotiations with BRIDGE Housing for the BelRed Arts Transit Oriented Development Site and prepare the development agreement for a public hearing at a future meeting.
2. Provide alternative direction to staff.

## ATTACHMENTS

- A. Vicinity Map
- B. Modification Requests

## AVAILABLE IN COUNCIL LIBRARY

BRIDGE Housing – Executed Predevelopment Agreement with Exhibits



## BelRed Arts Site (formerly Kelly Site)



Legend

Core

## Parcels



City Limits



## City Parks

### Other Parks

## Information

정보 सूचना 情報 資料

**425-452-6800**  
సమాచారం Thông Tin  
Información معلومات  
اطلاعات Информация

7/14/2026

## Notes

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

# BelRed Arts P3DA

## Modification Request List

Updated July 29, 2026

| Code Provision                               | Description                                                                                                                                                                                           | Request                                                                                                                                                                                                                                                                                                                                                         |
|----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Director's Rule 01-2026; Part 1, Section C.b | Affordable Housing Monitoring Fee                                                                                                                                                                     | Shall not apply                                                                                                                                                                                                                                                                                                                                                 |
| 20.20.540                                    | Multifamily Play Area                                                                                                                                                                                 | Amend to exclude minimum area requirement                                                                                                                                                                                                                                                                                                                       |
| 20.25D.120.B.2.j                             | Minimum Parking ratio for Retail and personal service in mixed-use development                                                                                                                        | Minimum parking requirement shall be amended to .5 per 1,000 nsf; There shall be no minimum required parking for uses ancillary to the affordable housing including leasing offices, lobby, and residential amenities. Parking classification shall be amended to include commercial and allowed ground floor uses as amended under this development agreement. |
| 20.25D.120.B.2., footnote 2                  | If retail and personal service space in a mixed-use project exceeds 25% of the net square footage, then the parking requirements for those uses in Chart 20.25D.120.B.2.i apply to all of that space. | Shall not apply                                                                                                                                                                                                                                                                                                                                                 |

|                                |                                                                                                                                                                                                                                                                          |                                                   |
|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|
| 20.25D.120.B.2.,<br>footnote 3 | If restaurant or bar space makes up more than 25% of a development's net square footage, the parking requirements in Chart 20.25D.120.B.2.h apply to all restaurant and bar space.                                                                                       | Shall not apply                                   |
| 20.25D.080.A                   | The Gross SF / Floor Above 80'                                                                                                                                                                                                                                           | Limit shall be increased from 80' to 100'         |
| 20.25D.080.A                   | Maximum Impervious Surface Limit / Lot Coverage                                                                                                                                                                                                                          | Limit shall be increased from 75% to 100%.        |
| 20.25D.080.A                   | Building Height                                                                                                                                                                                                                                                          | Building Height shall be set at a maximum of 100' |
| 20.25D.080.A                   | Floor Area Ratio (FAR)                                                                                                                                                                                                                                                   | FAR shall be set at a maximum of 6.0              |
| 20.25D.080.A, footnote 2       | Where building height exceeds 45 feet, and the building is located within 15 feet of the front property line, the building shall incorporate a 15-foot-deep stepback in that facade at a height no more than 40 feet above the average finished grade along that facade. | Shall not apply                                   |
| 20.25D.080.A, footnote 4       | The maximum building height and FAR may be achieved only by participation in the FAR Amenity System, LUC 20.25D.090.                                                                                                                                                     | Shall not apply                                   |

|                           |                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                 |
|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| 20.25D.080.A, footnote 5  | A building facade on any street identified as a Required Sidewalk-Oriented Development pursuant to LUC 20.25D.130.C shall incorporate a 15-foot-deep stepback in that facade at a height no more than 40 feet above the average finished grade along that facade.                                                                                 | Shall not apply                                                                                                                 |
| 20.25D.080.A, footnote 14 | Where building height exceeds 80 feet, all floors above 40 feet shall include a minimum side setback of 25 feet and a minimum rear setback of 25 feet as measured from the property line. Where building heights exceed 80 feet, a minimum separation of 50 feet for buildings on the same site shall be maintained for all floors above 40 feet. | Shall not apply                                                                                                                 |
| 20.25D.080.A, footnote 20 | The 28,000 gsf/f above 40 feet applies only to towers that do not exceed 80 feet. For residential towers, the maximum gross square feet per floor above 40 feet and at or below 80 feet is 12,000 gsf/f. For residential towers the maximum gross square feet per floor above 80 feet is 9,000 gsf/f.                                             | Trigger height shall be amended to 100'                                                                                         |
| 20.25D.130.A.4.a          | Ground floor commercial uses shall satisfy the intent of subsection A.1 of this section, and include all ground floor retail uses permitted in                                                                                                                                                                                                    | Residential lobbies, residential leasing offices, arts spaces, exhibit spaces, maker spaces, and common amenity spaces shall be |

|                     |                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                 |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     | subsection A.3 of this section and financial, real estate, insurance services, and hotels.                                                                                                                                                                                                                    | added to the list of allowable Ground Floor Commercial spaces.                                                                                                                                                                                                                                                                                  |
| 20.25D.130.A.4.c    | In the 130th Avenue Node, 100 percent of the street level building edges shall incorporate ground floor commercial uses. The required ground floor commercial uses may be interrupted by residential lobbies or work-live units. Lobby interruptions shall be limited to 25 percent of the building frontage. | In the 130th Ave Node, 100% of the street level building edges shall incorporate ground floor uses compliant with section 20.25D.130.A.1 and A.3 to include commercial, retail, art exhibit spaces, maker spaces, residential lobbies, and residential amenities with a maximum of 25% of interruption for emergency access and other services. |
| 20.25D.130.C.3.b    | Interruptions in the transparent glass or screens shall be limited to a maximum of 30 percent of the sidewalk-oriented development.                                                                                                                                                                           | Maximum interruption shall be increased to 50%                                                                                                                                                                                                                                                                                                  |
| 20.25D.150.D.4.b.iv | Requirement for double doors                                                                                                                                                                                                                                                                                  | Shall not apply                                                                                                                                                                                                                                                                                                                                 |
| 20.25d.150.D.5.b.1  | Requirement minimum glazing in doors                                                                                                                                                                                                                                                                          | Shall not apply                                                                                                                                                                                                                                                                                                                                 |
| 20.25D.110.D        | Interior Property Line Development                                                                                                                                                                                                                                                                            | Shall not apply                                                                                                                                                                                                                                                                                                                                 |

**CITY COUNCIL AGENDA TOPIC****Utility Connection Charge Improvements**

Lucy Liu, Director

Scott Edwards, Deputy Director

Dwight Smith III, Development Review Manager

Matt Hobson, Fiscal Manager

*Utilities Department***EXECUTIVE SUMMARY****DIRECTION**

Consider directing staff to prepare an ordinance to amend Bellevue City Code (BCC) chapters 24.02, 24.04, and 24.06 to address affordability, increase transparency, and preserve equity in the city's utility connection charges as part of the upcoming biennium budget process. The ordinance would refine the methodology for Capital Recovery Charges (CRC) and Direct Facility Connection Charges (DFCC) in addition to the timing of collection for the water, sewer, and storm and surface water utilities. Utilities will summarize outreach and engagement efforts, including feedback received from the residential and development community. The briefing will also include the Environmental Services Commission recommendation to City Council.

**RECOMMENDATION**

Consider directing staff to prepare an ordinance to implement the Commission's recommendations to amend Bellevue City Code chapters 24.02, 24.04, and 24.06 to improve affordability, increase transparency, and preserve equity in the city's connection charges for water, sewer, and storm and surface water utilities as part of the upcoming biennial budget process.

**BACKGROUND/ANALYSIS****Brief Overview:**

RCW 35.92.025 authorizes cities to require property owners that connect to the public water and sewer systems to pay a reasonable connection charge. This charge ensures each property owner bears their equitable share of system costs.

At present, and consistent with this statutory authority, Bellevue's connection charge is designed to equitably distribute the costs associated with providing water, sewer, and stormwater services. The charge covers (2) two types of cost components:

**1. System-Wide Costs.**

This component includes the City's Capital Recovery Charges (CRCs), which reflect the City's investment in the utility system it builds and operates; as well as the required contribution the City makes to the regional water system built and maintained by the Cascade Water Alliance. Because customers rely on both the local and regional systems, property owners connecting to those

systems must pay their equitable share of the associated costs – essentially a “buy-in” to the capacity already in place and/or the system to be built in the future.

In calculating the applicable CRC, the City uses a single-family equivalent (SFEs) methodology. These charges are typically collected over a ten (10) years on the customer’s utility bill, although property owners may choose to pay the full amount at the time of connection.

By contrast, Regional Capital Facilities Charges (RCFCs), which the City collects and passes through to the Cascade Water Alliance, are based on Cascade Equivalent Residential Units (CERUs) and must be paid in full when a property connects to the water system.

## **2. Local, Project-Specific Costs.**

This component includes the City’s Direct Facility Connection Charges (DFCCs), which recover the cost of utility extensions or improvements built by the City to serve specific, limited areas. There are 82 DFCC areas citywide, and these charges apply only to the properties that benefit from the utilities constructed.

DFCCs are paid at the time a property connects to the public system, which may occur many years or even decades after the City originally constructed and funded the improvement. The charges are generally allocated to benefiting properties using single-family equivalents (SFEs); however, the director may instead use front footage or another reasonable methodology when doing so better ensures an equitable distribution of costs among all benefitting properties.

The City’s connection charge methodologies were developed in the mid-1990s, when the utility was still actively building out its infrastructure and many facilities were being constructed or donated by developers. Since then, development patterns and the configuration of the utility system have changed substantially, creating new challenges for both property owners and developers.

### **Key Challenges with Current Methodology:**

#### **DFCC Upfront Costs:**

Localized projects often represent small customer bases, resulting in significant charges (e.g., over \$100,000) to individual properties. This creates a deterrent for some properties, which choose not to connect even though ratepayers have already financed the infrastructure. Accordingly, DFCCs have only recovered \$22.5M of \$42.5M in project costs since 1976.

#### **CRC Calculation Complexity (SFE Methodology):**

The SFE methodology is difficult for customers to understand, as it varies widely by housing type, fixture count, and dwelling unit count. Even though it is recognized by the American Water Works Association (AWWA) as a rational basis for assessing connection charges, this methodology can misalign connection charges with actual system demand, causing large multi-family projects to face

very high CRCs that escalate quickly due to unit-based calculations. Compared to other regional utilities, Bellevue is the only major utility still using the SFE basis<sup>1</sup>.

#### CRC Timing:

Collecting CRCs over 10 years after connection is inconsistent with all other development-related fees in Bellevue as well as our regional peers. Customers are often surprised to see CRC charges on their utility bills long after construction, resulting in negative perceptions and adverse customer experiences. Delayed collection also prevents developers from incorporating utility costs into financing packages.

#### Environmental Services Commission Recommendation:

Following two public meetings and a review of community feedback, the Environmental Services Commission (ESC) evaluated potential revisions to the city's utility connection charges. The Commission considered opportunities to improve affordability, increase transparency, simplify how charges are calculated and collected, and preserve equity while ensuring the city continues to recover appropriate costs associated with new development. The Commission's recommendations are summarized below for Council's consideration.

##### 1. Retire DFCCs and Fold Unrecovered Costs into CRCs

DFCCs would no longer be used. The remaining unrecovered DFCC project costs would be consolidated into updated CRC calculations.

Benefits:

- Reduces large upfront fees for customers connecting in DFCC areas.
- Improves the timing of the city's cost recovery compared to DFCCs.
- Preserves "growth-pays-for-growth" equity by collecting costs through system-wide CRCs rather than localized DFCCs.

##### 2. Replace Water and Sewer CRC SFE Methodology with Meter Capacity Equivalent (MCE)

The MCE methodology would base charges on water meter size and maximum safe operating flow and is the most common approach to assess connection charges according to the AWWA. For example, a ¾-inch meter is equivalent to one MCE and a two-inch meter is equivalent to eight MCEs.

Benefits:

- Increased transparency. Developers would be informed of costs early and can influence charges by rightsizing meter capacity.
- Aligns with regional practice and industry standards.
- Preserves equity. Charges would directly reflect the system capacity purchased.
- Encourages water-efficient design (i.e., conservation).
- Clarifies treatment of fire sprinkler driven meter size increases, ensuring customers are not charged for capacity used solely for fire protection.

---

<sup>1</sup> Everett, Kent, Kirkland, Redmond, Renton, Spokane, Seattle, Vancouver, and Cascade Water Alliance assess connection charges on the basis of water meter capacity equivalent or similar measure (e.g., water meter size).

### 3. Collect CRCs Upfront at Permit Issuance

CRCs would be paid once at permit issuance, rather than over 10 years on the utility bill.

Benefits:

- Eliminates customer confusion from long-term charges appearing on utility bills.
- Aligns with all other city development-related fees.
- Allows developers to incorporate utility costs into project financing or grants (important for affordable housing).
- Aligns with regional industry practice while resolving an adverse customer experience.

Feedback from customers and the Bellevue Development Committee (BDC) supports simplification and improving connection charge transparency. Although there is support for changing when collection charges are collected, some BDC members requested exploring collection closer to certificate of occupancy rather than permit issuance. Utilities will further evaluate possible administrative solutions after implementation.

### **Next Steps - Continued Community Engagement:**

Upon council direction to proceed with the above changes, staff will continue community communications during 2026 to support a January 1, 2027, effective date.

### **Potential Future Policy Considerations:**

In addition to the Commission's recommendations above, Utilities anticipate commissioning an independent evaluation following completion of utility system plans, with policy options that consider including future capital expansion costs in the cost basis for CRCs. To evaluate policy options that would continue to comply with the city's "growth-pays-for-growth" financial policy and improve the timing of the payment of connection charges with the required investments to serve development. The independent evaluation is expected to be completed in 2029.

## **POLICY & FISCAL IMPACTS**

### **Policy Impact**

RCW 35.92.025 authorizes cities to charge those seeking to connect to the water, sewer, and storm and surface water systems. The basis for the charge is the equitable share of the cost of each system to each new connection.

BCC 24.02.260, 24.02.275, 24.04.260, 24.04.275, 24.06.110, and 24.06.120 establish the allowable costs to include in the connection charges as well as the basis and timing for assessing the charges to each new connection.

The city's comprehensive financial policies (7.5 and 7.5.1) generally require that connection charges are structured to recover full costs unless a lower charge is consistent with legal requirements and meets other city interests (e.g., regional competitiveness).

The proposed connection fee changes would amend the BCC chapters 24.02, 24.04, and 24.06 to:

- Remove the direct facility connection charge section.

- Remove cost deduction of direct facility connection local facilities from the cost basis for capital recovery charges. Moving forward, the deduction would only include the recovered portions of the cost of direct facility connection local facilities.
- Remove requirement to assess the capital recovery charge over a term of 10 years after connection.
- Require capital recovery charges are paid before a property is allowed to connect (i.e., permit issuance).
- Remove “single-family equivalent” as the charge basis for water and sewer capital recovery charges.
- Add authority to assess a lower water capital recovery charge to new connections if meter size is increased solely to provide fire sprinkler protection.

### **Fiscal Impact**

The proposed changes are not expected to have an adverse impact on utility rates.

As background, the city restricts the use of utility connection charges for utility capital project costs. Revenue collected from connection charges cannot be used to pay for ongoing operating and maintenance activities. Connection charge revenue represents a relatively small portion of funding for the utility capital program. In 2025, connection charge revenue represented 5% of revenue for capital funding. The main revenue sources for capital funding in 2025 included rate-funded capital (71%), interest earnings (20%), as well as grants (3%).

The proposed changes would require the city to collect connection charges in full before a property is allowed to connect instead of the current method of collecting the charge over 10 years after the property connects. Due to the change in timing, staff anticipate higher volatility in the receipt of connection charge revenue if the council approves these recommendations. However, because connection charges are not a significant revenue source for capital funding, and their use is restricted to capital projects, the expected volatility would be managed within available financial resources.

### **OPTIONS**

1. Direct staff to prepare an ordinance to implement the Commission's recommendations to amend Bellevue City Code chapters 24.02, 24.04, and 24.06 to improve affordability, increase transparency, and preserve equity in the city's connection charges for water, sewer, and storm and surface water utilities as part of the upcoming biennial budget process.
2. Provide alternative direction to staff.

### **ATTACHMENTS**

A. Environmental Services Commission (ESC) Recommendation Memo

### **AVAILABLE IN COUNCIL LIBRARY**

N/A

# MEMORANDUM



City of Bellevue

DATE: July 2, 2026

TO: Mayor Malakoutian and Councilmembers

FROM: Ken Wan, Chair, Environmental Services Commission *Keneth Wan*

SUBJECT: Environmental Services Commission Recommendation on Proposed Changes to Utility Connection Charges

The Environmental Services Commission (ESC) received the Utilities Department's presentations on proposed changes to Utility connection charges at two meetings, on May 7, 2026, and June 18, 2026. This included a background on challenges with the current methodology for the Capital Recovery Charge (CRC) and Direct Facility Connection Charge (DFCC), comparison against industry best practices and regional common practices, community feedback as well as staff recommended changes.

After thoughtful discussion, the ESC unanimously supports and recommends the following:

- Discontinue the future use of DFCCs as a type of connection charge in Bellevue and consolidate the unrecovered cost portion of existing DFCCs into the city's water, sewer, and storm and surface water CRCs.
- Replace the Single-Family Equivalent or "SFE" methodology used to assess water and sewer CRCs with a Meter Capacity Equivalent ratio or "MCE".
- Shift the timing of when CRCs are collected so that they are a one-time charge assessed at permit issuance.

The Commission thoughtfully examined these changes for impact on existing rate payers as well as for alignment with the city's policy of growth paying for growth. After considering the importance of a transparent and equitable process with administratively standardized procedures, the ESC fully supports and recommends staff continue listening for community feedback and explore administrative procedures that provide flexible options for paying the CRC during the permitting phase.

# MEMORANDUM



City of Bellevue

The ESC appreciates the opportunity to provide this recommendation to City Council concerning Utility connection charges, which improves affordability, increases transparency and preserves equity to homeowners and property developers in Bellevue.

**CITY COUNCIL AGENDA TOPIC****Update on the Shared Micromobility Program**

Andrew Singelakis, Director

Chris Long, Mobility Operations Assistant Director

Jeremy Chin, Traffic Engineering Manager

*Transportation Department*

**EXECUTIVE SUMMARY****INFORMATION  
ONLY**

Staff will share an update on the Shared Micromobility Program including the results of the program's request-for-qualifications, proposed program launch date and further details of the program's mechanics.

**RECOMMENDATION**

N/A

**BACKGROUND/ANALYSIS****Background**

City code was revised in the summer of 2025 to update regulations for the use of motorized foot-scooters in the right-of-way ([BCC 11.48.210](#)) to create the opportunity for a potential shared micromobility vendor to operate both e-bikes and e-scooters in the city. The July 22, 2025 study session materials on this topic noted the Transportation Director had the authority to authorize a shared micromobility program through a right-of-way use permit..

Following approval of the code, an internal leadership team was formed to develop requirements for operations of a shared micromobility program. Staff subsequently released an request for proposals (RFP) in late 2025 to solicit a vendor to operate a shared micromobility program based on the developed operational requirements. Through the RFP process, Lime was the vendor selected and a contract to regulate their operations in the city right-of-way was signed in July of 2026.

**Program Launch**

In coordination with Lime, a program launch date of August 10, 2026 has been set. A community event is scheduled for August 21, 2026 at the Meadow across from the Bellevue Transit Center where city staff, councilmembers, Lime and other mobility partners will celebrate the kick-off the shared micromobility program in Bellevue.

The initial deployment of shared micromobility devices will consist of approximately 500 total devices: 350 e-scooters, 100 gliders, and 50 e-bikes.

Currently, the city has approximately 45 parking corrals placed across the city for devices to be voluntarily parked in. Lime offers incentives for users to park in these designated corrals to end their ride. Further corrals will be deployed after the program is running and device parking patterns are identified.

## **Geofencing**

A micromobility geofence is a virtual boundary around specific geographic areas where a shared micromobility device will have to abide by specific rules. Lime will operate the following types of geofences in Bellevue:

- **Service Zones:** Defines rideable area in the city.
- **No Parking Zones:** Prevents riders from parking within a certain zone but allows riding through the zone.
  - Example: Freeway overpasses and Bellevue parks.
- **No Operation Zones:** Slows riders to a full stop to prevent entering and parking with the zone.
  - Examples: Areas next to the lake shores, schools, select parks, golf courses and light rail tracks.
- **Low Speed Zones:** Reduce rider speed to prevent conflict with pedestrians.
  - Examples: Near senior living centers, Bellevue parks and along NE 6<sup>th</sup> St from the Bellevue Transit Center to Bellevue Way.
- **Mandatory Parking Zones:** Prevent riders from parking outside of a designated parking area.
  - Examples: Transit centers and light rail stops.

Geofences on private property and at transit stations will be coordinated between Lime and those property owners.

## **System Performance**

The city has procured a third-party data platform called Ride Report which helps manage and evaluate the micromobility program performance. Program performance will be monitored using key performance indicators such as parking compliance, fleet up time, customer service responsiveness, and safety. As safety is a critical component of a successful program, the city and Lime will both provide rider education. Lime will launch a safety campaign in Bellevue through community events. Lime will also have safety tips in the app as well as safety requirements and incentives when operating a device. This includes Lime Vision (a camera-based sidewalk detection platform), helmet-wearing incentives, tandem rider recognition technology and in-app guidance on best routes. City staff will table at various community events to promote rider safety and endorse a city micromobility webpage which offers more information on rider safety.

## **Communication**

**Pre-Launch:** A shared micromobility webpage has been published and contains information on safe riding and how to contact Lime in the event an issue has been identified with one of their devices. There is also a comment form on the page for general feedback that goes to staff managing the program. A press release has also be posted across all our communication channels to announce the launch.

**Launch:** A program launch event has been scheduled for August 21 at 3:30 pm in the Meadow across from the Bellevue Transit Center. Councilmembers, city staff, Lime staff, other mobility partners in the region and the general public have been invited to participate in this event.

**Post-Launch:** Staff will monitor feedback and concerns submitted to the city. City staff will attend select

community events with Lime to promote the program and rider safety.

## **POLICY & FISCAL IMPACTS**

### **Policy Impact**

Bellevue's Comprehensive Plan aims to "maintain and enhance a comprehensive multimodal transportation system to serve all members of the community" (Transportation Element Goal). Policies direct the City to:

TR-13: Evaluate and facilitate car-sharing and micromobility-sharing programs.

TR-105. Support the establishment and operation of a shared micromobility service in Bellevue.

### **Fiscal Impact**

Lime will be responsible for operation of devices in the right-of-way. The contract with Lime includes a yearly fee, per ride and per device fees, permit fees, and any fines related to non-compliance.

## **OPTIONS**

N/A

## **ATTACHMENTS**

N/A

## **AVAILABLE IN COUNCIL LIBRARY**

Contract with Lime