

CITY OF BELLEVUE  
CITY COUNCIL

Summary Minutes of Regular Session

September 19, 2016  
8:00 p.m.

Council Chamber  
Bellevue, Washington

PRESENT: Mayor Stokes, Deputy Mayor Chelminiak, and Councilmembers Lee, Robinson<sup>1</sup>, Slatter, and Wallace<sup>2</sup>

ABSENT: Councilmember Robertson

1. Call to Order

The meeting was called to order at 8:09 p.m., with Mayor Stokes presiding.

2. Roll Call, Flag Salute

All Councilmembers except Councilmembers Robertson and Robinson were present. Mayor Stokes led the flag salute.

(a) Commendation Honoring Helen Leuzzi

Mayor Stokes read a commendation to recognize the life and contributions to the community by Helen Leuzzi, who founded The Sophia Way women's shelter. He recognized her husband, Paul Leuzzi, and other family members in the audience, as well as Angela Murray, Executive Director of The Sophia Way. Mr. Stokes said Ms. Leuzzi originally partnered with the YWCA and Bellevue First Congregational Church to open Angeline's Day Center for women, and learned that the women had no safe place to sleep at night. She raised money, found a space for an overnight shelter, and hired staff. The Sophia Way facility opened in December 2008 and moved to St. Luke's Lutheran Church in November 2012.

Mr. Leuzzi accepted the commendation and thanked the Council for the recognition of Ms. Leuzzi's legacy.

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<sup>1</sup> Councilmember Robinson joined the meeting at approximately 8:42 p.m., during Oral Communications.

<sup>2</sup> Councilmember Wallace stepped down from the dais at the beginning of Agenda Item 11.

Councilmember Lee said he knew Ms. Leuzzi when she started The Sophia Way program. He noted that, even during her illness, she remained involved and dedicated to the effectiveness of the facility.

(b) National Recovery Month Proclamation

Mayor Stokes read a proclamation recognizing September as National Recovery Month.

Andrea LaFazia Geraghty, Prevention Services Manager with the King County Department of Community and Human Services, thanked the City for recognizing National Recovery Month in Bellevue. She said a number of partner agencies work with King County's programs including Sound Mental Health, Eastside Pathways, and the Bellevue School District.

Stephanie Cherrington, Executive Director of Eastside Pathways, noted the importance of addressing mental health in supporting kids from birth to age 26. She thanked the Council for the proclamation.

Judy Buckmaster, Executive Director of Student Services for the Bellevue School District, said she serves on the Eastside Pathways Board and is a member of the Mental Health and Well Being Collaborative. These agencies recognize that students cannot be academically successful if they are not emotionally healthy. She thanked the Council for its support.

Susie Winston, Director of Child and Family Services for Sound Mental Health, said it is important to remove the stigma and shame that cause people to not reach out for help. She said it is good for children to learn that they can ask for help and support, and to learn that everyone has problems and needs help at times.

Theresa Winther, Manager of Child and Family Services for Sound Mental Health in Bellevue, thanked the Council for its support. She said it is nice to see the youth in the audience and to highlight the focus on emotional and mental health.

Ms. LaFazia Geraghty commented on the four major elements that support recovery: health, home, purpose, and community. She said the Council's recognition of Recovery Month is important in the effort to support recovery, educate the community, and to celebrate individuals in recovery. She thanked Deputy Mayor Chelminiak and Councilmember Robinson for their work on the Mental Illness and Drug Dependency Oversight Committee.

Deputy Mayor Chelminiak thanked the individuals and agencies for all of their work in the community, including intervening in people's lives at a time of crisis and helping them to recover and move forward.

(c) Eastside Welcoming Week Proclamation

Mr. Stokes read the proclamation recognizing September 16-25 as Eastside Welcoming Week to celebrate the diversity in the communities of Bellevue, Issaquah, Kirkland, Redmond, and Sammamish.

Debbie Lacy, Co-Founder of the Eastside Refugee and Immigrant Coalition (ERIC), thanked the Council for the proclamation. She said Bellevue has been an active partner and member of ERIC since its inception in 2002. Ms. Lacy said she stepped down from her role in leading ERIC five years ago to be a mom. She was recently inspired to return to the agency in large part due to the City's Diversity Advantage initiative adopted in 2014. She recognized that it was time for ERIC to move beyond education and networking to being an agent for social change. She thanked the cities of Bellevue, Issaquah, Kirkland, Redmond and Sammamish for their critical support.

Ms. Lacy said some longtime residents are having difficulties accepting the changes in their communities and may feel like they no longer belong here. She said ERIC is a member of Welcoming America, which is a national movement working to make sure that everyone feels welcome and has the best opportunity to create a high quality of life for themselves and their families. ERIC is sponsoring a number of community events during Welcoming Week to bring residents together. She referred the public to [www.ericmembers.org](http://www.ericmembers.org) for a full calendar of events.

Ms. Lacy said it was a special honor to attend the evening's meeting to acknowledge the City's efforts to promote inclusivity and to keep Highland Village in the community.

(d) National Diaper Need Awareness Week Proclamation

Mr. Stokes read the proclamation declaring September 26 to October 2 as National Diaper Need Awareness Week in Bellevue and encouraging citizens to donate to agencies that supply diapers to families in need.

Karen Rubin, Eastside Baby Corner, thanked the Council for the proclamation. She said the agency provides essential items for children from birth to age 12 including diapers, car seats, books, clothing, baby formula, cribs, and toys. Eastside Baby Corner works through social workers, nurses, and teachers in 36 agencies and partners. The organization distributed 850,000 diapers last year and anticipates that more than one million will be distributed this year. Ms. Rubin thanked the City for its ongoing support and noted the organization's work with the Bellevue School District, Youth Eastside Services, Hopelink, Kinderling Center, Imagine Housing, and others.

3. Approval of Agenda

Mayor Stokes noted that the City Clerk reordered the published agenda to move the City Manager's Report to occur before Oral Communications.

- Deputy Mayor Chelminiak moved to approve the agenda, and Councilmember Slatter seconded the motion.
- The motion carried by a vote of 5-0.

#### 4. Report of the City Manager

City Manager Brad Miyake provided an update on the recent acquisition of the Highland Village apartments on NE 8<sup>th</sup> Street for affordable housing. It was purchased earlier this year by a developer and was set to be demolished, resulting in the loss of market-rate and affordable housing, and the displacement of families and students within the Bellevue School District. The King County Housing Authority organized the purchase of the complex to preserve the affordable housing and received funding from the State and the City of Bellevue as well.

The purchase price was \$20 million, with the City contributing \$2 million toward that purchase. Mr. Miyake said the City plans to provide half of the contribution now, with the remaining funds spread over the next four years. Formal approval of the agreement with the King County Housing Authority will come before the City Council in a future meeting.

Mr. Miyake said he wanted to highlight the significant regional collaboration and nimbleness of agencies to complete the purchase in a timely manner. He thanked the City Council, partner agencies, staff, and residents.

Mayor Stokes said this is one of those times where an opportunity arose to allow Bellevue to affirm the City's commitment to the Council vision and priorities. He thanked the developer for working with the agencies. He welcomed the Highland Village residents to the meeting and said he is glad they are staying in the community.

Mr. Stokes acknowledged the hard work of the City Council, community, City Manager and staff, Washington State Speaker of the House Frank Chopp, State Representative Joan McBride, King County Councilmember (and former Bellevue Mayor) Claudia Balducci, King County Deputy Executive Sung Yang, Eastside Pathways, Bellevue School District, and Stephen Norman, Executive Director of the King County Housing Authority.

Mr. Stokes said that, most importantly, thanks goes to the residents of Highland Village who advocated for themselves and had faith in the City and others to help resolve their housing crisis.

#### 5. Communications: Written and Oral

- (a) Ronaldo Fuentes Monroy said this was his second occasion speaking to the City Council. He thanked them for helping the apartment residents and allowing them to stay in Bellevue. He said he was representing kids from Highland Village who say: "Don't forget about us, we won't forget about you." He distributed cards from Highland Village residents to the Council.
- (b) Ana Rodriguez thanked the Council for listening and responding to residents' needs. After months of desperation, anguish, and stress, they are grateful and relieved to be able to stay in their homes. She said this situation demonstrates the strength of a unified effort between residents, government agencies, and community organizations. She said residents feel welcome in City Hall and the community.

- (c) Jair Parra read a letter written by his mother expressing gratitude for the opportunity the City has given her family. She thanked the Council for its kindness and hard work on behalf of Highland Village residents. She prays for the City Council every day and knows they will take continue to take positive actions for community.
- (d) Karen Studders, speaking on behalf of the Tenants Union, Church Council of Greater Seattle, and herself, thanked the agencies and organizations that helped the Highland Village deal come together. In her first meeting related to this matter, the King County Housing Authority gave everyone hope, which was important for the residents. She thanked and congratulated the residents of Highland Village, who understood the complexity of the situation and organized to ask for help, explore alternatives, and achieve their goal. She thanked the City Council for listening to the teachers, students, parents, social workers, and people of faith involved in this effort. Ms. Studders said this demonstrates Bellevue's commitment when it says that this community welcomes the world.

Mayor Stokes said the resolution of this situation is rewarding for the Council and makes public service worthwhile. He thanked everyone for their work and persistence.

- (e) Clark Kramer, Trailer Inns RV Park, thanked the Council, Planning staff, and others who have worked on the Eastgate zoning plan for Council consideration. He said he has worked with the City to create a viable zoning for his and other Eastgate properties. He asked the Council to retain the current zoning and allowed uses on his property. The proposed zoning is not realistic to provide multifamily and affordable housing. A potential buyer and developer lost interest when they became aware of the new zoning plan. He asked the Council to study the issue further before taking action on the Eastgate land use plan.
- (f) Todd Woosley, Hal Woosley Properties, said he was speaking on behalf of the Kramer family regarding the proposed NMU (Neighborhood Mixed Use) zoning. He referred to City documents that identify Eastgate as an ideal location for more housing. He said Mr. Kramer is requesting a 2.5 floor-area ratio (FAR) within a six-story limit. This would provide approximately 450 housing units, including 75 affordable units. Mr. Woosley said he is encouraged that the Council is interested in further analysis. He and Mr. Kramer would like to work with the City to determine a viable zoning designation that meets the vision and Comprehensive Plan policies for the Eastgate area.
- (g) Brian Paladar said he is an architect working with Mr. Kramer and Mr. Woosley on the RV Park site. He worked with the developer who was interested in purchasing the Kramer property. He would like to work with the City to discuss the complex issues related to the site and developing housing.
- (h) Michelle Wannamaker expressed concerns regarding the Eastgate/I-90 planning process. She said no residents were notified about the potential Land Use Code Amendments. She said the transportation projects recommended by the Citizen Advisory Committee are not

funded and there is no guarantee that the infrastructure will be completed. She said a portion of the Eastgate plan is transit-oriented development (TOD). However, Metro's long-range plan shows no transit improvements to that location until 2025. She noted that the traffic concurrency data from 2010 is outdated. Ms. Wannamaker asked the Council to delay approval of Land Use Code Amendments until current traffic and transit elements are analyzed and implemented.

- (i) Linda Nohavec said her family operates three large businesses in the Eastgate area. She said none of the businesses in the area received any notification about the proposed Land Use Code Amendments. She learned about the plan on the Nextdoor web site. She distributed a handout and read the last paragraph, which states that zoning changes must be consistent with the public interest and not just with the interests of land developers and businesses. She said a staff report states that: "uncertainty exists as to whether the LUCA will result in a vibrant, transit-oriented and development district." Ms. Nohavec expressed concern about increased densities and traffic impacts.

6. Reports of Community Council, Boards and Commissions: None.

7. Council Business and New Initiatives

Councilmember Robinson presented Mayor Stokes with an award she accepted in Washington, D.C., from the Mayors' Challenge for Safer People, Safer Streets. The award commends Bellevue for its data collection to identify barriers to bicycling and walking, prioritize improvements, and guide infrastructure investments. Ms. Robinson noted that former Mayor Claudia Balducci initiated the City's involvement in this program. The data collection supports the Pedestrian and Bicycle Implementation Initiative (PBII) adopted by the Council in February 2015. Councilmember Robinson thanked Transportation Department staff for their work on this project.

8. Consent Calendar

→ Deputy Mayor Chelminiak 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) Council Meeting Minutes  
Minutes of September 6, 2016 Study Session  
Minutes of September 6, 2016 Regular Session
- (b) Motion to approve payment of claims and payroll for the period July 1, 2016 through August 31, 2016.
- (c) Resolution No. 9149 authorizing execution of Amendment #1, to the Terms and Conditions of the contract with Accela Inc. (previously PublicStuff Inc.), for the

hosted mobile app service MyBellevue, and the associated Customer Relationship Management app, to extend the terms of the contract for an additional two years and increase the contract value, not to exceed \$54,462.56 (plus any applicable taxes), for a total contract value of \$147,492.63.

- (d) Ordinance No. 6308 adopting a Complete Streets policy framework for the City of Bellevue to scope, plan, design, implement, operate, and maintain street corridors and networks in Bellevue that provide safe mobility options and access for everyone; adding a new section 14.60.191 to the Bellevue City Code; and directing the Transportation Commission to review the Comprehensive Plan to determine if any updates or additional policies are warranted in consideration of this Complete Streets policy framework.
  - (e) Motion to award Bid No. 16055 for PRV Replacement 2016, to Kar-Vel Construction, as lowest responsible and responsive bidder in the amount of \$384,891.41 (CIP Plan No. W-67).
  - (f) Motion to award Bid No. 16089 for Commercial Water Meter Replacement 2016 to Kar-Vel Construction, as the lowest responsible and responsive bidder in the amount of \$264,722.27 (CIP Plan No. W-98).
  - (g) The Arts Commission requests Council approval of the 2017 Guidelines for Eastside Arts Partnerships and Special Projects funding programs.
  - (h) Ordinance No. 6309 amending: 1) 2015-2016 General Capital Investment Program (CIP) Fund to increase the appropriation by \$1,919,000; and, 2) 2015-2021 CIP Plan to increase the budget for the Overlay Program (CIP Plan No. PW-M-1) by \$1,919,000 in annexation sales tax revenue provided through the State for overlay maintenance work in the Eastgate Annexation Area.
9. Public Hearings: None.
10. Land Use: None.
11. Other Ordinances, Resolutions and Motions
- (a) Resolution No. 9150 supporting/opposing Sound Transit (a Regional Transit Authority) Proposition No. 1: Light-rail, Commuter-rail, and Bus Service expansion.

Mayor Stokes recalled that the Council agreed during the previous week's meeting to take a formal position on the following ballot measure: Sound Transit (a Regional Transit Authority) Proposition No. 1: Light-rail, Commuter-rail, and Bus Service expansion. Following state law, Mr. Stokes said representatives of both sides of the issue will be allowed 10 minutes for presentation, followed by five additional speakers, limited to three minutes each, on each side of the issue.

(1) Presentation by Pro Campaign

Shefali Ranganathan, representing the Transportation Choices Coalition, spoke in support of Regional Proposition 1 to expand light rail, express buses, and commuter rail. She said this is a once-in-a-lifetime opportunity to expand the light rail system from Everett to Tacoma and from Seattle to Issaquah and Redmond. In 2015, 83,000 people moved to this region. She said moving 800 people can be done by one light rail train with four cars or 10 buses or 500 cars. She said the region loses \$3.2 billion annually in terms of lost time, productivity, and fuel due to traffic congestion.

Ms. Ranganathan said the Sound Transit 3 (ST3) package will complete a 116-mile light rail system connecting the Eastside internally and to the region. There will be bus rapid transit expansion on I-405 and SR 522, as well as an expansion of Sounder Commuter Rail farther south. She said Sound Transit received nearly 40,000 comments on its proposed ST3 system plan.

Ms. Ranganathan said East King County will gain approximately 27,000 hours of express bus service under ST3, and all major areas of the Eastside will be connected by bus rapid transit and light rail. She noted a letter she distributed to the Council from Eastside employers that support ST3. She said 39 cities will be connected with high-capacity transit, and 93 percent of jobs will have good connections to transit. Expanded light rail and transit services are anticipated to foster more transit-oriented development (TOD) and lower gasoline consumption.

She said Sound Transit has a strong track record of delivering projects on time and within budget. Yearly independent audits are required, and the ST3 taxes will be rolled back after capital improvements are completed. She said the ST3 package is supported by a broad range of stakeholders including businesses, environmental groups, and labor and social justice organizations.

Ms. Ranganathan said the region missed its chance for light rail 40 years ago. She said there are individuals who advocate that buses can provide the same level of service at a lower cost. However, she noted that buses would require freeway lanes. She said the broader ST3 system plan provides the greatest benefits for Bellevue. She asked the Council to continue to support transit and to adopt the resolution in support of ST3.

(2) Presentation from Con Campaign

Councilmember Wallace said he would be presenting the information in opposition to the ST3 package. He said it is important to keep a clear line of separation between the government's role and the campaign's role. He said he would present the information, but would not participate in the Council debate or vote.

Kevin Wallace said he is a strong proponent of transit and supporter of the multi-modal system needed in Bellevue. However, there are problems with the ST3 system plan and citizens are



encouraged to vote no on this proposition and to work on creating a better plan without the massive tax increases.

Mr. Wallace said it is important to keep in mind that competing priorities (e.g., affordable housing and public safety) also rely on taxes. He said the ST2 package will provide a robust light rail system by 2023 for the Eastside and extending to Lynnwood, Redmond, and Kent. At that point, the light rail system will be nearly the size of the system in Portland and larger than the systems in Denver, Sacramento, San Diego, and Minneapolis. He said the region's voters have approved tax increases twice in the past.

Mr. Wallace said the region has a good bus system. The Bellevue Transit Master Plan adopted in July 2014 by the City Council includes supporting light rail to Redmond as well as expanding bus service throughout Bellevue to create a frequent transit network. That network requires approximately 250,000 bus transit hours (Metro and Sound Transit) by 2030, which is not provided in the ST3 plan.

Mr. Wallace said the gas tax package approved during the last state legislative session provides \$16 billion of investments statewide, including \$9.4 billion for highways. Of that, \$1.3 billion is targeted for adding another HOT lane on I-405, which will improve the reliability of Bus Rapid Transit (BRT) in that corridor. The funding also completes the SR 520 bridge and provides improvements to I-90. Mr. Wallace said the I-90 HOV lane currently operates at approximately 50 percent of its capacity, leaving capacity for the implementation of BRT service.

Mr. Wallace said the ST3 ballot measure represents the largest tax increase in state history. It includes a sales tax, property tax, and the motor vehicle excise tax. He said that Sound Transit reports that an average individual would pay \$14 per month or \$169 annually if ST3 is approved. However, that individual would actually pay a total of \$295 annually to Sound Transit due to other taxes in place. That individual earns \$39,000 per year, has a \$5,300 car, and a \$183,000 home. Mr. Wallace said the more typical Eastside family earns \$90,000 annually, has \$45,000 in car values, and a \$450,000 house. That family would pay Sound Transit more than \$1,000 annually if ST3 is approved, which includes the \$390 per year tax impact already in place. Mr. Wallace said the ST3 package would increase Bellevue's sales tax rate from 9.5 percent to 10 percent.

Mr. Wallace said proponents of education funding asked Sound Transit to not propose a property tax component within the ST3 package. He cautioned that the state legislature is under a court mandate to solve the education levy reform issue. One option under consideration has a property tax impact of approximately the same amount as the ST3 tax impact. Mr. Wallace said education is a higher priority that should be addressed first.

Mr. Wallace said Sound Transit would have approximately \$15 billion more if the agency would only extend the existing ST2 tax rate. This is comparable to the funding generated by the state gas tax.

Mr. Wallace said the early projects in the ST3 package are good and would be completed before 2030 at an estimated cost of \$5.5 billion. The projects include Bus Rapid Transit, adding bus

hours, and extending light rail to Redmond and to Federal Way. The light rail projects have already been designed and can be built in the near-term at a lower cost. However, a number of projects are not delivered until 2030-2041, including the Kirkland to Issaquah alignment in 2041. Mr. Wallace said the late-term projects are driving the need for the significant tax increases, and those projects will not bring congestion relief now when it is needed.

Mr. Wallace said Sound Transit's own information states that, after investing \$54 billion, the agency will have shifted 64,000 trips to transit by 2040. The Puget Sound Regional Council (PSRC) projects that 3.5 million cars will be added within that same timeframe. Mr. Wallace said the ST3 system's 64,000 trips will not relieve congestion on I-5 or I-405.

Mr. Wallace presented information from Sound Transit's own studies on costs and benefits. For the ST2 package, Sound Transit stated it could achieve a balance of costs and benefits in 22 years. For ST3, the cost-benefit threshold is reached in 65 years, which means it will be 2073 before the ST3 investment breaks even.

Mr. Wallace said Sound Transit identifies subareas, with Bellevue in the East King Subarea extending from Bothell to Renton. Sound Transit has allocated \$7.3 billion in projects for the East Subarea. Of that \$7.3 billion, one-third goes to early projects which he supports (i.e., extending light rail to Redmond, BRT on I-405 and SR 522, a new Park and Ride in Sammamish, and additional bus hours). However, the remaining two-thirds of the East Subarea's allocation goes to the Kirkland-Issaquah light rail extension to be completed in 2041 and to the Downtown Seattle light rail tunnel. Mr. Wallace said he fails to understand why East Subarea funds are allocated to the Downtown Seattle light rail tunnel.

In 2014, Sound Transit compared BRT to light rail transit for the Kirkland-Bellevue-Issaquah-Sammamish service. The comparative costs are \$885 million for BRT from Kirkland to Sammamish, serving 11,000-13,000 riders daily, or \$4.25 billion for light rail transit serving 12,000-15,000 riders daily. Mr. Wallace said he questions how Sound Transit would choose light rail given the results of the agency's own analysis.

Mr. Wallace said a better transit plan for the Eastside would be to focus on BRT on the I-90 corridor. It could be completed at 20 percent of the cost of light rail and could be implemented much sooner to address congestion. Sound Transit's projections indicate that BRT would deliver roughly the same ridership as light rail. He noted that Sammamish does not receive any Sound Transit service but residents are paying Sound Transit taxes. Mr. Wallace said more stations are needed in Renton to support the I-405 BRT plan. He encouraged removing the Kirkland-Issaquah light rail project to reduce the tax burden and to add more bus hours and Park and Ride stalls on the Eastside in the near-term.

Mr. Wallace said the Eastside should reject the ST3 ballot measure, and then work with Sound Transit to develop a plan that better meets the needs of the Eastside region, reflects a lower tax burden, and provides needed near-term transportation solutions to address congestion.

City Clerk Kyle Stannert noted that four individuals in favor of the ballot measure and five speakers opposed had signed up to speak. He said a fifth individual would be allowed to speak in favor of ST3 if desired.

The following individuals spoke in favor of the ST3 package:

1. Margaret Meister, Chief Financial Officer of Symetra, said she was speaking as an Eastside resident and a business executive. She is pleased that East Link light rail construction is underway. However, a more extensive transit system will allow even more employees to leave their cars at home. Currently, 60 percent of Symetra employees use transit. For many, this requires multiple travel modes. Ms. Meister said ST3 is an opportunity to connect Bellevue, Redmond, Kirkland, Issaquah, Seattle, Tacoma, Everett and more. She said ST3 projects will ultimately serve 95 percent of Symetra's employees. She said this is the opportunity to provide the infrastructure to support the full potential of this region and to enhance the quality of life.
2. Claudia Balducci, former Bellevue Mayor and Councilmember, said residents want to continue to have access to the good opportunities in Bellevue including education in the Bellevue School District and at Bellevue College and the Global Innovation Exchange (GIX). She said residents want to be able to stay in Bellevue as they age in place, and they want to continue to have good job options. She said the biggest threat to quality of life is traffic congestion. She noted that Bellevue has supported transportation investments of all types including freeway investments on I-90, the expansion of I-405 and SR 520, the extension of NE 4<sup>th</sup> Street into the Wilburton area, and many more local projects. She said Bellevue has supported bus funding, bike paths, sidewalks, and light rail in the ST2 package. Ms. Balducci said Bellevue's ongoing quality of life depends on the implementation of the ST3 package. She said many employers support ST3.
3. Ann Jamison said access to good transportation, including the East Link project, was a key factor in her moving into Downtown Bellevue seven years ago. She said it is important to consider the broader region with regard to transit services. She said affordable housing is important, as is the ability to access jobs, education, medical appointments, cultural events, and other activities. She said the light rail project has attracted development activity and educational facilities to the BelRed Corridor. She urged the Council to support the ST3 package.
4. Marc Berejka, representing REI, said the company opened its new store in Bellevue last week. He said REI is getting closer to finalizing a deal to move its corporate headquarters to the BelRed corridor. He said the company became interested in the Spring District due to its access to transit and transportation alternatives. He said REI employees are committed to a high quality of life and to minimal impacts to the environment. He said REI employees live all over the region and multiple transportation modes will enhance their quality of life. Mr. Berejka asked the Council to join REI in its support of the ST3 package.

(4) Public Comment Opposed to Ballot Measure

The following individuals spoke opposed to the ST3 package:

1. Scott Lampe, acknowledged that he is a member of the Transportation Commission but said he was speaking as an individual. He said the positive elements of the ST3 package are light rail to Downtown Redmond and Bus Rapid Transit (BRT) on I-405. However, those could be completed with a modest extension of existing ST2 taxes. He said the negative side of the ballot package is that the entire ST3 system plan adds only 56,000-72,000 daily transit trips by 2040. This equates to \$775,000-\$1,035,000 per incremental daily trip added, using the total ST3 cost of \$54 billion. He said light rail from Issaquah to South Kirkland will cost \$141 per trip, according to Sound Transit's own data. He said that project is not cost effective or a necessary part of Bellevue's transit plan, and it will not be completed until 2041 at the earliest. Mr. Lampe said Sound Transit's concept for the Issaquah to Kirkland rail requires an elevated section over I-405 and SE 8<sup>th</sup> Street with a connection at East Main Street, resulting in a screeching S-curve adjacent to the Surrey Downs neighborhood. He said it would be better to wait before committing to taxes for the ST3 plan. He noted the property tax impact coming early next year related to the McCleary Decision mandating significantly increased education funding. He said technological advances continue to unfold over time and could provide better solutions in the future. He commended the Council's leadership in implementing the SCATS adaptive traffic signal technology, which has improved mobility in Bellevue at a fraction of the cost of other alternatives.
  - At 9:50 p.m., Deputy Mayor Chelminiak moved to extend the meeting to 10:30 p.m. Councilmember Robinson seconded the motion.
  - The motion carried by a vote of 5-0.
2. Chad Magendanz spoke against the proposed ST3 package. He explained that there is a constitutional limit on the property tax, and the ST3 property tax represents half of the available property tax capacity. He said this competes with other priorities including emergency medical service (EMS), public safety, parks, libraries, criminal justice, affordable housing, and education/McCleary Decision. He said he lives in Issaquah, which does not have the density to support or justify the transit services provided and the cost of ST3 projects.
3. Bob Pishue, a Kirkland resident, said he sees mobility as a service that can be provided through autonomous, connected, electric, and shared vehicles. He said many companies are working to develop and implement autonomous vehicles, including automakers, technology companies, and rideshare companies. He said a study by the Seattle Department of Transportation indicates that one of eight people who use car sharing services have given up their vehicles. He said King County Metro operates the largest public vanpool fleet in the country. He said that half of Uber trips in San Francisco are carpool trips. Mr. Pishue said new electric buses can travel 350 miles on a single charge. He said he opposed the ST3 package.

4. Vic Bishop, a Transportation Commissioner, said he was speaking as a citizen opposed to the ST3 ballot package. He is a professional traffic engineer with 50 years of experience in Bellevue and a resident since 1966. He asked the Council to oppose the resolution supporting the ST3 plan. He expressed concerns regarding the significant tax impact of the package. He transportation needs and traffic congestion are the top priority issues for Bellevue residents. He said that is reflected in the City's Capital Investment Program (CIP) Plan, which has transportation funding as the largest portion of the plan, and in the City's Transportation Improvement Program (TIP). He said the Council has recognized the significant transportation needs in the community enough to present a local ballot measure for neighborhood transportation connectivity and safety priorities. He presented a graph demonstrating the significant ST3 tax impacts, which competes with funding needed for the City's transportation projects. Mr. Bishop said light rail will carry less than one percent of the community's daily trips. He said the proposed light rail line from Kirkland to Issaquah beginning in 2041 provides limited benefits and negative impacts for Bellevue neighborhoods. He said Bus Rapid Transit (BRT) is more cost effective and leaves the needed tax capacity for education funding. He urged the Council to oppose ST3.
  5. Janet Nelson said there has not been any mention of commercial vehicles on the freeway that cannot use light rail. She questioned whether millennials will go on a date on the train, and whether a trip to Costco or other shopping is realistic on a train. She said a train has never been placed on a floating bridge and expressed concern about placing light rail on I-90. Ms. Nelson commended the City of Newcastle and the Bellevue Chamber of Commerce for opposing the ST3 ballot measure. She said it would put three types of permanent taxes in place for three counties. She asked the Council to please consider the large amount of money to be spent, which will serve only approximately one percent of the population of the three counties. She said this area will never have the density of New York City to support the types of transit used there.
- Deputy Mayor Chelminiak moved to approve Resolution No. 9150 supporting Sound Transit Proposition 1, and Councilmember Robinson seconded the motion.

Councilmember Lee said this is a regional issue of importance to everyone, and everyone shares an understanding of the problem. He has listened to those in favor and opposed to the ballot measure. He said most voters will not have a great deal of information when they vote in November, due to the large volume of information that has been generated. He said the ST3 package is not limited to light rail. He said everyone knows that our city and region have traffic congestion problems, and growth is expected to continue. He understands the challenge. However, he questioned the best way to solve the transportation problems.

Mr. Lee noted Mr. Wallace's comments about the future tax impact to fund education pursuant to the McCleary Decision. Mr. Lee said there are other needs as well including affordable housing, public safety, and human services. He said the City is a regional leader and has worked with Sound Transit through East Link light rail project planning as part of the ST2 package. He credited Joni Earl, former CEO of Sound Transit, for bringing Sound Transit and the City

together. Mr. Lee said all of the region's needs require resources, and there needs to be a balance in how money is spent.

Councilmember Lee said ST3 is an important issue, and transportation problems need to be resolved after considering all options. He encouraged voters to study the numbers related to the ST3 package. He concurred with Mr. Wallace that voters should not support ST3 and should advocate for a better package of investments. He noted that ST2 provides the service needed by light rail through the continuation of Sound Transit 2 taxes, which will raise \$15 billion to \$20 billion toward broad transportation investments and a large light rail network, including to the high-density areas. This would be accomplished within one to two years rather than way out in the next 25 years. He expressed concern that ST3 requires taxes that could better be directed to other priorities and obligations. He said that committing to ST3 could limit the ability to be nimble and flexible with the many things the Council wants to accomplish. He will not support the motion.<sup>3</sup>

→ Deputy Mayor Chelminiak moved to extend the meeting to 10:40 p.m., and Mayor Stokes seconded the motion.

→ The motion carried by a vote of 5-0.

Deputy Mayor Chelminiak commended Mr. Wallace for his research and hard work representing those opposed to the ST3 package, even though they disagree with each other. Mr. Chelminiak thanked Claudia Balducci for her efforts as well. He said Bellevue benefits more from the ST3 package than any other Eastside city. He said the ST3 plan completes light rail to Redmond and BRT from Lynnwood to Renton by 2024-2025. He said Bellevue's transportation, growth, economic development plans, and livability depend in part on the ST3 package.

In the long term, Mr. Chelminiak said ST3 provides light rail from Issaquah to Kirkland, with multiple stops in Bellevue. He said the lesson of 2007 comes to mind, when voters defeated an earlier ballot measure. Mr. Chelminiak said that, despite speculations in the 1990s that the Eastside would never develop, Downtown Bellevue has experienced a significant increase in commercial and residential development, including families to the extent that a new school is being added. He said there are those who thought development in the BelRed Corridor, including the Spring District, would not occur. However, a number of large projects are moving forward.

Mr. Chelminiak said he never underestimates the ability of smart, visionary leaders and business interests to deliver a balanced plan for the region. He said Bellevue's successful development is due to its location at the crossroads of three major highways. He said Bellevue needs to be at the crossroads of rails, trails, and roads. He said one reason that companies like REI are interested in relocating to Bellevue is the availability of multiple travel modes, including trails and transit. He said a strong transportation network is a primary economic development engine for Bellevue. He urged the Council to support the motion.

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<sup>3</sup> Approved as revised (addition of underlined language) on October 3, 2016.

Councilmember Robinson thanked the community for its involvement, presentations, and comments. She said she does not understand comments about autonomous and shared vehicles, because they are still cars on the road. She presented slides depicting the positive impacts of transit usage. Her vision for Bellevue is a multi-modal transportation network. The ST3 plan includes Bus Rapid Transit (BRT) and key components of the City's pedestrian and bike system that cannot be completed without it. She is in favor of the ST3 package and encouraged the Council's support.

Councilmember Slatter thanked the attendees for staying late and for advising the Council and the public about the issues related to the ST3 package. She said this is a highly complex and serious undertaking of a huge scale. She said this is a geographically challenged area where light rail is trying to cross water, while many areas of the world are able to have light rail on flatter terrain. She said that meeting this vision can potentially mobilize the region in a way that cannot yet be imagined. The issue is how we value and balance the present needs with future growth. Development continues to increase and transportation options are required. Ms. Slatter said ST3 is a bold vision and will require a unified commitment. She believes it will fuel new life options and create opportunities for families, businesses, and communities into the future.

Ms. Slatter referred to speakers' concerns regarding taxes and competing priorities. She does not believe that the solutions provided are the only ones out there. She said the region is using current resources to create this large undertaking. However, it is important to look at other ways to partner and to build resources for the future. She said needs will continue to increase, including affordable housing and education. She observed that being able to travel a farther distance to work might change the outlook and potential benefits for affordable housing and education. She encouraged the Council's support of ST3.

Mayor Stokes said he appreciated the comments of the Council and the public. He noted that he and Mr. Wallace debated the merits of the ST3 ballot measure at the Lake Hills Community Center. Mr. Stokes thanked Deputy Mayor Chelminiak for his perspective and noted that he did not have much to add to those.

Mr. Stokes said comments that light rail will serve only one percent of the population are inaccurate. With regard to competing priorities, Mr. Stokes said he has a long history working with education and he understands the challenges. However, he thinks it is possible to fund both transportation and education needs. He said the region would not be facing the transportation challenges today if it had done more in the past. He cautioned that, if ST3 projects are delayed, they will cost more and take longer to complete. He is concerned that many in the business community oppose ST3 because it contributes to the economic vitality of Bellevue and the region. He agreed with Councilmember Robinson that autonomous vehicles will not solve the problem.

Mr. Stokes said many cities, businesses, citizens, and other stakeholders provided input into the ST3 system plan. He said ST3 will be a work in progress. Projects in the ST2 package evolved and developed over time through negotiations and design work, including negotiations between Sound Transit and the City of Bellevue as they worked through the East Link project. He said Bellevue was able to modify and shape the plan, and to identify areas for cost savings. Mr.

Stokes said ST3 will provide an effective regional transit system for the future. As a leader in the region, he believes it is appropriate for Bellevue to support the ballot measure. He said Bellevue was built on planning and investing for the future.

→ The motion approving Resolution No. 9150 supporting the ST3 ballot measure carried by a vote of 4-1, with Councilmember Lee opposed.

12. Unfinished Business: None.

13. Continued Oral Communications: None.

14. New Business: None.

15. Executive Session: None.

16. Adjournment

At 10:39 p.m., Mayor Stokes declared the meeting adjourned.

Kyle Stannert, CMC  
City Clerk

/kaw