

# EAST BELLEVUE COMMUNITY COUNCIL

Packet Materials for  
REGULAR MEETING

January 9, 2018



# **Welcome to Your East Bellevue Community Council Meeting**

Community Council meetings offer you the chance to express your opinions to your elected officials. Community Council members welcome your participation and hope that the following information is helpful:

## Oral Communications

Public participation is encouraged by the Community Council. On each agenda, Item 4 and 13 are set aside to allow you to speak on any subject you wish, except those subjects listed for public hearing. You must sign up in order to be recognized by the Chair. When you are called upon, stand up, give your name and address for the record, and state your views. Please speak loudly and clearly if you are in the back of the room so that your remarks will be audible on the recorder. If many people wish to speak, the Chair may decide to limit the amount of time allowed for each individual's comments in the interests of conducting the meeting in a reasonable and practical fashion. The Community Council will not respond to comments directly, but will take matters under advisement and will ask for staff to prepare a response when necessary.

## Courtesy Public Hearing

A courtesy public hearing on a particular project gives the citizen, the applicant, and Community Council members an opportunity to review a project, ask questions, make suggestions, and express concerns prior to the formal processing of the application and the commencement of the Hearing Examiner process. Community Council members take no formal action at this time.

Courtesy public hearings are also held on proposed legislation, such as changes to the Comprehensive Plan. In this case, citizens have the opportunity to provide input to staff and elected officials in this informal setting. Such testimony does not take the place of an appearance before the Planning Commission, however.

If you wish to speak at a courtesy public hearing, sign your name on the sign up sheet and do as you would for "Oral Communications", i.e., stand up, state your name and address and present your views as briefly as possible. If you have no new information to be considered, simply say that you support or disagree with a previous speaker.

## Public Hearing

State Statute allows the Community Council 60 days to approve or disapprove City Council ordinances or resolutions regarding land use matters within its jurisdiction. Disapproval means that the legislation does not apply within the Community Council service area, or that the project is denied. A public hearing is held before the decision is made. First, the staff makes a presentation and Council members ask their questions. Then the hearing is opened and the public is invited to comment. To speak, follow the procedures described above. Everyone who wishes to speak will have the opportunity to do so. After the last person has spoken, the hearing is closed. Then Council members discuss the issue and make their decision. The audience may not comment during the Community Council's deliberations unless invited to do so.

If you have any questions, feel free to call the City Clerk's office at (425) 452-6806.

# Agenda

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CITY OF BELLEVUE  
**EAST BELLEVUE COMMUNITY COUNCIL**  
**Regular Meeting**

**Lake Hills Clubhouse**  
**15230 Lake Hills Boulevard, Bellevue WA**

**Tuesday, January 9, 2018 6:30 - 8:30 PM**

**Page No.**

**1. Call to Order**

**2. Roll Call**

**3. Flag Salute**

- (a) Swearing-in of Councilmembers for Position Nos. 1, 2, 3, 4 and 5  
*(King County District Court Judge Ketu Shah will preside over the swearing-in)*

**4. Communications: Written and Oral**

**5. Reports of City Council, Boards and Commissions**

- (a) Community Council Business and New Initiatives

**6. Approval of Agenda**

**7. Department Reports**

**8. Public/Courtesy Hearings**

- (a) Public Hearing to Consider Approving City Council Ordinance  
No. 6395 Complete Streets Comprehensive Plan Amendment

1

**9. Resolutions**

- (a) Resolution 567 approving City Council Ordinance No. 6395

13

**10. Committee Reports**

**11. Unfinished Business**

**12. New Business**

- (a) Discussion Regarding Potential Future Agenda Items \*

- Larsen Lake Culvert Replacement project
- OPMA Training
- Review & Update of Community Council Rules of Procedure

***\*The future agenda items are not specific to any date. They will appear on the EBCC Agenda as they become ripe for discussion/action.***

**13. Continued Communications**

**14. Executive Session**

**15. Approval of Minutes**

(a) Summary Regular Meeting Minutes December 5, 2017

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**16. Adjournment**



# MEMORANDUM

DATE: December 19, 2017

TO: Members of the East Bellevue Community Council

FROM: Nicholas Matz AICP, Senior Planner, 452-5371  
[nmatz@bellevuewa.gov](mailto:nmatz@bellevuewa.gov)  
*Planning and Community Development*

SUBJECT: Public Hearing on Complete Streets Comprehensive Plan Amendment (17-109009 AC)

The Bellevue City Council on December 11, 2017 unanimously adopted Ordinance No. 6395 amending the Comprehensive Plan with the 2017 Complete Streets Comprehensive Plan amendment (CPA). See Attachment A. The EBCC held a November 7, 2017, courtesy public hearing on Complete Streets. See Attachment B.

The City Council did not amend the proposed CPA that was the subject of your November 7, 2017 courtesy public hearing. On January 9, the East Bellevue Community Council is being asked to hold a Final Public Hearing on the Complete Streets CPA.

The Complete Streets CPA amends the Transportation Element to fully support a Complete Streets program in Bellevue. The action embeds Complete Streets consideration of all modes of travel in the planning, design, implementation, maintenance, and operation of the city's transportation systems, using a Complete Streets framework to ensure safe, reliable mobility options and access for all modes and users of these systems.

## **ACTION REQUESTED OF THE EAST BELLEVUE COMMUNITY COUNCIL**

The EBCC is requested to hold a Public Hearing on Ordinance No. 6395. Following the Public Hearing, the EBCC is requested to adopt Resolution No. 567 approving City Council Ordinance No. 6395.

Notice of the Public Hearing before the EBCC was provided in the Seattle Times on December 26. Notice was also published in the Weekly Permit Bulletin on December 28.

## **ATTACHMENTS**

- A. Ordinance No. 6395 – Complete Streets CPA
- B. November 7, 2017 Minutes of the EBCC Complete Streets courtesy public hearing



1629-ORD  
12/8/2017

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 6395

AN ORDINANCE adopting the Complete Streets (17-109009 AC) 2017 amendments to the Comprehensive Plan of the City of Bellevue, pursuant to Chapter 36.70A RCW (Growth Management Act, as amended) and Chapter 35A.63 RCW; and establishing an effective date.

WHEREAS, the City Council adopted the Comprehensive Plan of the City of Bellevue on December 6, 1993 as subsequently amended, as required by the Growth Management Act of 1990, as amended; and also adopted the Comprehensive Plan pursuant to Chapter 35A.63 RCW; and

WHEREAS, the Growth Management Act authorizes the City to, among other things, amend the Comprehensive Plan on an annual basis; and

WHEREAS, the City Council initiated a proposal to amend the Transportation Element of the City's Comprehensive Plan to embed Complete Streets into consideration of all modes of travel in the planning, design, implementation, maintenance, and operation of the city's transportation systems, using a Complete Streets framework to ensure safe, reliable mobility options and access for all modes and users of these systems, for consideration with the 2017 annual Comprehensive Plan amendments; and

WHEREAS, the Planning Commission has held public meetings and a public hearing pursuant to legally-required notice on the proposed amendment to the Comprehensive Plan and has recommended approval with one text addition to the City Council; and

WHEREAS, the City Council has considered and discussed the proposed annual amendment to the Comprehensive Plan; and

WHEREAS, the City of Bellevue has complied with the requirements of the State Environmental Policy Act (Chapter 43.21C RCW) and the City Environmental Procedures Code (Chapter 22.02 BMC); and

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WHEREAS, the City Council desires to amend the Comprehensive Plan consistent with the foregoing; now, therefore

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

1629-ORD  
12/8/2017

Section 1. The City Council's recommended amendments to the Transportation Element of the City's Comprehensive Plan regarding Complete Streets, which are set forth in Attachment A to this ordinance, are hereby adopted.

Section 2. The City Council finds that the 2017 Complete Streets CPA has met the Comprehensive Plan amendment decision criteria contained in the Land Use Code (Part 20.301); that the amendment is consistent with the Comprehensive Plan and other goals and policies of the City; that the amendment addresses the interests and changed needs of the entire City as identified in its long-range planning and policy documents; that the amendment addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was considered; that if a site-specific amendment, the subject property is suitable for development in general conformance with adjacent land use, the surrounding development pattern, and with zoning standards under the potential zoning classifications; and that the proposed amendment demonstrates a public benefit and enhance the public health, safety and welfare of the City.

Section 3. The City Council finds that public notice was provided for all 2017 amendments to the Comprehensive Plan as required by LUC 20.35.400 for Process IV amendments to the text of the Land Use Code and Comprehensive Plan.

Section 4. The Comprehensive Plan adopted pursuant to Chapter 35A.63 RCW, to the same extent and in the same respect as the Comprehensive Plan required by the Growth Management Act of 1990, as amended, is amended consistent with Section 1 of this ordinance and the separate ordinances referenced therein.

Section 5. This ordinance shall take effect and be in force five (5) days after its passage and legal publication. This ordinance and the Comprehensive Plan shall be available for public inspection in the office of the City Clerk.

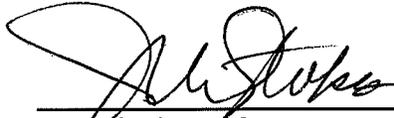
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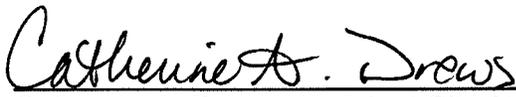
Passed by the City Council this 11<sup>th</sup> day of December, 2017 and signed in authentication of its passage this 14<sup>th</sup> day of December, 2017.

(SEAL)



Approved as to form  
Lori M. Riordan, City Attorney

  
John Stokes, Mayor

  
Catherine A. Drews, Assistant City Attorney

Attest:

  
Kyle Stannert, City Clerk

Published December 14, 2017

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12/8/2017

## Attachment A Complete Streets CPA

### Transportation Element

#### BELLEVUE'S TRANSPORTATION PLAN

#### Complete Streets

Introductory narrative: The transportation system in Bellevue provides safe and reliable mobility options for people to travel throughout the city. A Complete Streets network enables equitable access for all people and all travel modes. Each street in Bellevue is unique, and each street must serve a range of users with a design that is compatible with the context of the corridor and community. Complete Streets may also create great places that encourage people to gather in public spaces.

The Transportation Element supports a complete, connected, and resilient multimodal transportation system. City staff incorporate Complete Streets best practices and consider all roadway users and all modes of travel as they scope project concepts, plan for alternative approaches, design the preferred solution, build the project, then maintain and operate the project.

A Complete Streets network approach provides access for all modes along convenient alternate routes in situations where it is not possible, practical, or desirable to incorporate facilities for all modes on a particular street.

The Transportation Director maintains and updates a Transportation Design Manual that incorporates best practices to implement a Complete Streets approach, using design guidance from professional organizations such as the American Association of State Highway Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE), and National Association of City Transportation Officials (NACTO).

### GOALS & POLICIES

#### GOAL

To scope, plan, design, implement, operate, maintain and enhance a comprehensive, multimodal transportation system to serve all members of the community.

#### Mobility Management

**TR-20.** Manage Scope, plan, design, implement, operate, and maintain a complete and the multimodal transportation system in a corridor approach within and across Mobility Management Areas.

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**TR-22.** Implement and prioritize transportation system improvements to meet the multimodal level-of-service standards, Complete Streets goals, and other mobility targets for all transportation modes, recognizing the range of mobility needs of each corridor and Mobility Management Area.

**TR-23.** Coordinate improvements and operations among travel modes and provide facilities to support people who are making connections between modes.

**TR-26.** Increase system connectivity for all modes by providing for ~~roadway, vehicular, transit,~~ pedestrian, and bicycling facilities connections to create a Complete Streets network throughout the city in newly developing and redeveloping areas.

**TR-32.** Utilize multimodal level-of-service standards for transportation corridors that reflect the range of available and intended mobility options.

### **Pedestrian and Bicycle Transportation**

**TR-104.** Incorporate pedestrian and bicycle facilities along with other mobility options in scoping, planning, designing, implementing, operating ~~developing~~ and maintaining the transportation system.

### **Neighborhood Protection**

**TR-147.** Evaluate neighborhood impacts and Complete Streets implementation opportunities as part of corridor and subarea transportation studies.

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12/8/2017

### WHAT IS A COMPLETE STREET\*

- **Roadway Users and Modes** – Complete Streets are for people of all ages and abilities walking, bicycling, and using public transit, and for those driving private automobiles, freight and delivery vehicles, and emergency vehicles.
- **Projects and Phases** – Complete Streets applies on the public rights-of-way and easements for all project phases including scoping, planning, designing, implementing, operating, and maintaining the transportation system.
- **Clear, Accountable Exceptions** – The conditions for granting exceptions are specific and require approval from the Transportation Director.
- **Network Connectivity** – Complete Streets promotes a comprehensive, integrated, connected network for all modes.
- **Design** – Complete Streets uses a best practices approach and practices balance and flexibility to accommodate the needs of all roadway users.
- **Community Context** – Complete Streets solutions complement the context of the corridor and surrounding community.
- **Performance Measures** – Complete streets performance is measured against adopted level-of-service standards and mode-specific plans including the Traffic Standards Code, Downtown Transportation Plan, Pedestrian and Bicycle Transportation Plan, and the Transit Master Plan.

*\*Adapted for Bellevue from the National Complete Streets Coalition*

## **November 7, 2017 Minutes of the EBCC Complete Streets Courtesy Public Hearing**

Kevin McDonald, Senior Planner, noted the memo in the meeting packet regarding the Complete Streets Comprehensive Plan Amendment (CPA). The City Council adopted the Complete Streets Ordinance on September 19, 2016 [Ordinance No. 6308]. He said the Transportation Commission subsequently reviewed the Ordinance and presented its recommendations to the City Council. The Commission recommended changes to seven of the existing 31 Comprehensive Plan policies. On March 20, the City Council initiated a CPA to fully embed Complete Streets policies into the Transportation Element of the Comprehensive Plan.

The item is currently under review by the Planning Commission. On October 4, the Transportation Commission presented its recommendations to the Planning Commission. The Planning Commission held a public hearing on November 1 regarding the proposed Complete Streets policies. Mr. McDonald said final action by the City Council on the CPA is anticipated in December.

At 8:00 p.m., Councilmember Hummer moved to open the Courtesy Public Hearing. Councilmember Gooding seconded the motion, which carried by a vote of 4-0.

Don Boettiger expressed concern regarding the curb cut into Walmart at Kelsey Creek Center. He said it is a 90-degree angle that makes it difficult to turn due to the slope. He said the new development off of Main Street has the same type of curb cut. Chair Capron noted that issue is not part of the current topic. Mr. McDonald said the development review staff in the Transportation Department makes those decisions. Mr. Boettiger asked staff to get back to him regarding his concern.

Councilmember Gooding questioned whether the Complete Streets program is related to the Vision Zero program. Mr. McDonald said they are related but separate programs. The Vision Zero program is based on the expectation that the transportation system will be safe for all users and transportation modes. The objective is to achieve zero serious injuries and fatalities by 2030, and a number of City policies are consistent with that objective. Responding to Mr. Gooding, Mr. McDonald said a fatality does not necessarily occur every year. However, there are always serious injuries resulting from collisions. The intent of the Complete Streets program is to fully engage the community in designing the transportation system.

Councilmember Hummer asked what completeness means. Mr. McDonald said it is not defined because it is sensitive to the context of an area. What is complete in one neighborhood might be different for another neighborhood, depending on density, the mix of uses, connections between different types of uses, and other factors. Mr. McDonald said it is deliberately not defined because Complete Streets policies direct staff to work with neighborhoods on specific designs.

Responding to Ms. Hummer, Mr. McDonald said the policies do not refer specifically to deteriorating sidewalks. However, they do speak to the maintenance of the transportation system. Ms. Hummer questioned the City's meaning of "maintenance." Mr. McDonald said the Transportation Commission works to ensure that Bellevue has a well-maintained transportation

system. Maintenance includes regular street sweeping, repaving of streets, snow plowing, rebuilding sidewalks, etc.

Councilmember Hummer questioned the data that shows significantly changed conditions. Mr. McDonald said the Planning Commission raised the same question. One changed circumstance was the adoption of the Complete Streets Ordinance. However, there are additional contextual-related circumstances. He said subarea planning will begin soon and will rotate throughout the community over the next 10 years. The Complete Streets policies provide a framework for neighborhood discussions about how the transportation system could be modified over time to meet changing needs.

Ms. Hummer stated her understanding that a CPA requires significantly changed conditions. She observed that nothing significant has changed. She asked staff to comment on street corridors and networks. Mr. McDonald said the notion of Complete Streets does not mean that every element of mobility will be fit into all streets. The policies allow the City to take a corridor approach based on certain elements (e.g., transit, vehicles, bikes and pedestrians, etc.). Ms. Hummer questioned whether 145<sup>th</sup> Place, 148<sup>th</sup> Avenue, 156<sup>th</sup> Avenue, and 164<sup>th</sup> Avenue would together be considered the Lake Hills corridor. Mr. McDonald said that is possible because Complete Streets policies allow the community and the City to identify how people travel across a neighborhood or street, and to develop an appropriate transportation strategy.

Ms. Hummer questioned how the Complete Streets policies relate to the Urban Boulevards Initiative, which came from the State. She recalled a meeting in the past regarding Main Street between 140<sup>th</sup> and 148<sup>th</sup> Avenues in which the City said it would not be providing sidewalks. She said the City's response was that it was an urban boulevard and that sidewalks and trails were not needed. Mr. McDonald said that perhaps the Complete Streets policies will help that conversation to include the things wanted by residents.

Vice Chair Kasner expressed concern that the City Council, Transportation Commission, and Planning Commission worked on this issue and made decisions before it came before the EBCC. He said the EBCC is working toward receiving information in a timely manner and that any feedback at this point will not influence the policies. He said he previously asked staff to bring this to the EBCC sooner to talk about the tradeoffs.

Councilmember Hummer concurred and questioned why, if a CPA cannot be made until the Planning Commission looks at it, the Transportation Commission and the Planning Commission did not work on the topic together. She invited Transportation Commission Chair Vic Bishop to comment.

Mr. Bishop said he was not speaking on behalf of the Transportation Commission. He said the Commission's review of the Comprehensive Plan basically looked at existing policies and identified seven policies for which it was appropriate to add references to the Complete Streets policies. He said there is nothing substantive or significant in the Complete Streets CPA.

Mr. Bishop noted that he was at the EBCC meeting to discuss data that he believes relates to East Bellevue. He distributed a handout to the EBCC. He said the City has a great deal of plans and

thinking about alternative modes of transportation. He noted the completion of the Downtown Transportation Plan update and the Citywide Transit Master Plan during his time on the Transportation Commission. The latter is used to demonstrate the need for increased bus service through Metro.

Mr. Bishop said that, in 2010, there were 1,250,000 person trips per day in Bellevue, which will continue to grow. He said transit trips are currently 2.3 percent of the total number of trips and are anticipated to double by 2030. Vehicle use will grow during that period, and the City needs to determine how it will handle increased traffic. Mr. Bishop said there are plans regarding transit and walking. He suggested that the EBCC's focus is to think about how it will handle its share of vehicle growth. He said they should not expect that transit will solve the problem.

Responding to Councilmember Hummer, Mr. Bishop said his solutions always consider that vehicle capacity is an important element of everything we should be thinking about. He expressed support for the Complete Streets approach. However, he does not want to lose car lanes to accommodate bikes and pedestrians.

Responding to Councilmember Gooding, Mr. Bishop said the City has a robust planning policy in evaluating alternatives for any street, and the Complete Streets Ordinance will not change that. Mr. Gooding suggested that lanes could be narrowed in some areas to provide both car and bike lanes. Mr. Bishop said that is possible in some areas, but there are tradeoffs and safety issues, especially related to removing shoulders along freeways. He said the Washington State Department of Transportation (WSDOT) will implement a program along a section of I-90 in which the usage of the road shoulders will be allowed during peak traffic periods.

Mr. Bishop reiterated his concern that the City will need to accommodate more vehicles or congestion levels will continue to increase.

Councilmember Hummer noted that the 140<sup>th</sup> Avenue and 145<sup>th</sup> Place projects, which were developed 15 years ago, added medians and left-turn lanes, and those routes seem to process traffic well. She has always wondered if that concept could be applied to 156<sup>th</sup> and 164<sup>th</sup> Avenues because they are used for cut-through traffic. She suggested that better plantings, regular bike lanes, and better medians would make the roads more amenable to traffic flow.

Ms. Bishop said that any time there are driveways and left turns, center turn lanes can dramatically improve the conditions. He said 140<sup>th</sup> Avenue is a classic example that converted two lanes to add the center turn lane. He said capacity improvements to I-405 relate to the Neighborhood Protection Act. He encouraged people to vote for that initiative if they want to keep traffic out of their neighborhoods.

Don Boettiger said southwest Redmond and northeast Bellevue have experienced a significant increase in the number of apartments. He said those residents are coming to Bellevue. He would like to see an agreement between border cities related to development and traffic impacts. He opined that the developments in Redmond require only one parking space per apartment. Chair Capron observed that Redmond gains the tax base and Bellevue gets the traffic impacts.

Councilmember Hummer suggested that Mr. Boettiger review the video of the City Council's November 6 Study Session, which addressed that issue. Ms. Hummer said Councilmember Wallace commented that there was formerly a coordinated group of the cities of Bellevue, Kirkland and Redmond.

Councilmember Kasner clarified that the comments made by Mr. Bishop and the documents he distributed represent his personal views. Mr. Kasner said the EBCC should be careful to recognize that this is one piece of the pie, but not the whole pie. There are conflicting discussions about assumptions as we move out 20, 30, and 40 years into the future.

Mr. Kasner said the past group comprised of neighboring cities was part of the Bellevue Redmond Overlake Transportation Study (BROTS) initiative. He likes the idea of a regional perspective and opined that Bellevue is not working enough with neighboring jurisdictions on transportation, the homeless, and other issues. He suggested that the EBCC could talk to jurisdictions that directly surround Bellevue to gain a better understanding. He said the EBCC is not doing a good enough job to get in front of these issues before decisions are made. Mr. Kasner concurred with Mr. Halverson's interest in moving forward with subarea planning with residents.

Councilmember Hummer expressed concern that the development of apartments in Issaquah will increase traffic on Newport Way. When she asked staff whether the City considered those impacts she was told no. She noted the need to increase bus service in areas that are developing housing and businesses. She said there should not be increased density without enhanced transit service.

Mr. Bishop said the data he presented comes from the Bellevue-Kirkland-Redmond (BKR) travel forecast model. Responding to Mr. Kasner, Mr. Bishop said the model is based on the Puget Sound Regional Council (PSRC) model.

Ms. Hummer said she spent a lot of time in Kent this summer, where there were many farms in the past. Now the area has hundreds of homes and there is no increased bus service or vehicle capacity. She said that those residents are all going to work in Bellevue.

Mr. Boettiger asked for a response from Mr. Bishop as to how to solve the problem. Mr. Bishop said the solution is to allocate resources to the most congested areas. He said the least cost planning law in Washington State encourages jurisdictions to study and consider the lowest cost solutions. Mr. Bishop said Sound Transit 3 is not a lowest way. However, he has great hopes that the move to Autonomous, Connected, Electric and Shared (ACES) vehicles will significantly change transportation over the next 10 years.

At 8:43 p.m., Councilmember Hummer moved to close the Public Hearing. Councilmember Kasner seconded the motion, which carried by a vote of 4-0.

**EAST BELLEVUE COMMUNITY MUNICIPAL CORPORATION  
OF THE CITY OF BELLEVUE, WASHINGTON**

**Resolution No. 567**

**A RESOLUTION of the East Bellevue Community Council approving City Council Ordinance No. 6395 adopting the Complete Streets (17-109009 AC) 2017 amendments to the Comprehensive Plan of the City of Bellevue, pursuant to Chapter 36.70A RCW (Growth Management Act, as amended) and Chapter 35A.63 RCW; and establishing an effective date.**

**WHEREAS**, on December 11, 2017, the City Council of the City of Bellevue, Washington passed Ordinance No. 6395 adopting the Complete Streets (17-109009 AC) 2017 amendments to the Comprehensive Plan of the City of Bellevue, pursuant to Chapter 36.70A RCW (Growth Management Act, as amended) and Chapter 35A.63 RCW; and

**WHEREAS**, the subject matter of said Ordinance falls within the jurisdiction of the East Bellevue Community Council pursuant to RCW 35.14.040; and

**WHEREAS**, following the public hearing held before the East Bellevue Community Council on January 9, 2018, the Community Council voted to approve Bellevue Ordinance No. 6395;

**NOW, THEREFORE, BE IT RESOLVED** by the Community Council of the East Bellevue Community Municipal Corporation of the City of Bellevue:

Section 1: Ordinance No. 6395 of the Bellevue City Council is hereby approved.

Section 2: The Clerk is hereby directed to certify the original of this Resolution, to file the same and to keep the same on file in the Clerk's office. The Clerk is further directed to distribute certified and conformed copies of the Resolution to the Bellevue City Council, the Planning Department, and the Development Services Department.

Passed by a majority vote of the East Bellevue Community Council on the 9<sup>th</sup> day of January, 2018, and signed in authentication of its passage this 9<sup>th</sup> day of January, 2018.

(Seal)

\_\_\_\_\_  
Steve Kasner, Vice Chair

Attest:

\_\_\_\_\_  
Karin Roberts, Deputy City Clerk



**East Bellevue Community Council**  
Summary Minutes of Regular Meeting

December 5, 2017  
6:30 p.m.

Lake Hills Clubhouse  
Bellevue, Washington

**PRESENT:** Chair Capron, Vice Chair Kasner, Alternate Vice Chair Hummer, and Councilmember Gooding

**ABSENT:** None.

**STAFF:** Kyle Stannert, Assistant City Manager  
Carol Helland, Code and Policy Director

1. **CALL TO ORDER**

The meeting was called to order at 6:30 p.m., with Chair Capron presiding.

2. **ROLL CALL**

Deputy City Clerk Karin Roberts called the roll. All Councilmembers were present.

3. **FLAG SALUTE**

Chair Capron asked Stephanie Walter to lead the flag salute, noting that she would be joining the East Bellevue Community Council in January.

- (a) Presentation of Service Awards for Chair Capron and Councilmember Hughes

Assistant City Manager Kyle Stannert presented service awards to Chair Capron and Councilmember Hughes and thanked them both for their service.

Chair Capron thanked everyone for supporting him and said he hopes he has given back to the City as much as the City has given to him.

Councilmember Hughes said he considers it an honor to have served on the East Bellevue Community Council. He has enjoyed meeting many great people in the community and is pleased with residents' increased participation and involvement. He wished Ms. Walter well as she joins the Council.

4. **COMMUNICATIONS: WRITTEN AND ORAL**

Bernie Dochnahl, representing Communities United for Reliable Energy (CURE), introduced the new grassroots coalition which is focused on engaging all stakeholders in a proactive, positive way to make sure that Puget Sound Energy's (PSE) Energize Eastside project is built on time. CURE supports the need for energy infrastructure using proven technologies and provides a voice for the broader community. She expressed appreciation for the EBCC's leadership role and noted that Bellevue's transmission system has not been upgraded in more than 50 years.

Don Marsh, representing Coalition of Eastside Neighborhoods for Sensible Energy (CENSE), said that CENSE is interested in discussing possible project alternatives with CURE representatives. He noted that, on the CURE website, he does not see a way for individuals to participate with the organization. He spoke about the recently completed battery project by Tesla in southern Australia to stop rolling blackouts. He said local data does not support PSE's predictions of rolling blackouts.

Mr. Marsh said CURE has worked with PSE to gain support by certain large organizations, but that some of those organizations have decided to remove their endorsement of CURE.

Mr. Marsh also spoke about community opposition to the Lake Hills transmission line. He said that PSE has not provided requested data and that CENSE has now complained to the Washington Utilities and Transportation Commission (WUTC). The WUTC asked CENSE to provide a response regarding the Commission's authority to order PSE to provide the data. Mr. Marsh said CENSE is currently preparing that response.

Warren Halverson noted that, between 2015 and 2016, residential customers decreased their electrical usage by seven percent. He said that businesses are being asked to decrease their usage by five percent and that PSE's usage forecasts are decreasing as well. Mr. Halverson said the warnings about potential rolling blackouts are not accurate and asked PSE to explore better solutions before spending \$250 million on projects. Mr. Halverson expressed his appreciation for Chair Capron and Councilmember Hughes' community service.

(a) Islamic Center of Eastside - Update on Bellevue Mosque Rebuild

Omer Lone and Shahul Hameed, representing the Islamic Center of Eastside, thanked everyone for their ongoing support following the fire that destroyed the mosque nine months ago. They have worked with the City to design the project and submitted their preliminary plan. The Center would like to begin construction next spring.

Chair Capron said he looks forward to the rebuilding of the mosque.

Vice Chair Kasner encouraged the Center's representatives to continue to provide updates.

(b) Puget Sound Energy (PSE) Energize Eastside Project Update

Booga Gilbertson, Senior Vice President of Operations, Puget Sound Energy (PSE), acknowledged that constructing electrical infrastructure projects impacts communities and that

PSE is committed to maintaining a dialogue regarding those impacts. She said PSE delivers safe and dependable energy and that the Energize Eastside project was initiated to add capacity and to maintain reliable power.

Ms. Gilbertson said PSE has conducted extensive outreach to receive input and that a key message of the feedback is the need to limit impacts to affected communities. She noted that PSE evaluated multiple options before selecting the Willow I alternative along the existing utilities corridor as the final route with the least impacts on Eastside communities.

Ms. Gilbertson commented on PSE's commitment to safety and interest in minimizing environmental impacts. She said that the Energize Eastside route affects the fewest number of trees, avoids the construction of new utilities corridors, and that there will be more trees when the project is completed.

Keri Pravitz, Community Projects Manager, PSE, said the Eastside has grown and it is time for PSE's infrastructure to maintain adequate capacity. She noted the importance of upgrading PSE's system to meet mandated federal regulations. She said increased growth and the demand for more energy is straining the grid, and that PSE's most reliable and cost-effective solution is the Energize Eastside project.

Ms. Pravitz described the history of electrical infrastructure in Bellevue. She said "electrical demand" refers to the amount of energy used at any given moment, and the system must be able to handle demand peaks. She said federal requirements have changed since the 1960s, which are intended to prevent large-scale blackouts and to ensure public health and safety. Ms. Pravitz said that, by 2018, PSE will be forced to use more complex corrective action plans, including rolling blackouts.

Ms. Pravitz said PSE studied a number of solutions before choosing the Energize Eastside project, which meets the federal reliability requirements and is the most cost-effective solution. She noted the key project components which include a new substation, upgraded transmission lines, and continued aggressive conservation.

Ms. Pravitz said PSE involved the community in its planning processes and has worked with individual property owners to discuss the impacts. Five studies, including an independent study by the City of Bellevue, have verified the need for the project. She noted that information is available online regarding the multi-year Environmental Impact Statement (EIS) review.

Ms. Pravitz noted that the existing corridor is 1.2 miles within the East Bellevue Community Council's jurisdiction, with approximately 0.8 miles bordering the Glendale Country Club. The number of poles within the EBCC jurisdiction is reduced from 42 poles to 10 poles. Of the 10 poles, one is on a residential property, six are on the country club's property, and three are on Bellevue parks properties. There are 11 properties with easements along the corridor.

Ms. Pravitz presented photo simulations of the project through East Bellevue. She noted that approximately 43 regulated trees in East Bellevue could potentially be removed but that there will be more trees than currently exist upon completion of the project. PSE has reached out to

property owners along the route to discuss vegetation and has been working with the Glendale Country Club on vegetation plans, pole placement and pole heights.

Ms. Pravitz said safety is a top priority for PSE. The Phase II Draft EIS studied the construction and operations impacts of the project on the collocated Olympic pipeline corridor. She noted that PSE engineers will work with Olympic personnel to develop project-specific construction plans for the Energize Eastside project.

Ms. Pravitz said PSE has submitted its permit applications for south Bellevue and Newcastle, and anticipates submitting permit applications soon in Renton. The permit applications for the north portion of the project, which includes East Bellevue, will follow early next year, as will publication of the Final EIS and anticipated construction. PSE will continue working with property owners and will keep the public up to date on the project's progress.

Vice Chair Kasner questioned how deep the poles are placed underground, the distance for a 100-foot pole to be visible, and the proximity of the power line corridor to the oil pipeline in the area of the Lake Hills Connector.

Councilmember Hummer expressed appreciation for the view displayed from Main Street and for Councilmember Kasner's comment that the poles will exceed the tree height. Ms. Hummer noted that, with the 148<sup>th</sup> Avenue/NE 8<sup>th</sup> Street scenario, she never recalled seeing the lines crisscross the road until it was actually implemented. She questioned the construction activity and how it will be accessed, and asked about the precautions for the roads.

Ms. Pravitz said the project's permits for that area will include a construction access plan. She said PSE is working with Glendale Country Club, which has a service road for maintenance activities and that there is also the trail corridor from the Lake Hills Connector.

Alice Clark questioned the material used for the poles, where they are made, life expectancy, and how the poles are accessed for repairs. Ms. Clark questioned whether solar energy or batteries were studied by PSE.

Xeiliias Canani questioned the length of the construction period.

Don Marsh said the number of trees to be removed that CENSE has quoted comes from the tree surveys on the EIS website. He questioned the number of trees to be harvested to construct the entire Energize Eastside project.

Ms. Gilbertson said she did not have the exact number because permit applications have not been prepared for the entire project. She suggested that he use the numbers provided in the EIS report. She said the numbers varies by jurisdiction, and PSE is still refining its tree analysis.

Mr. Marsh questioned when PSE decided that the Energize Eastside construction needed to be done in two steps, as it was not mentioned in the EIS. He also questioned whether PSE still believes that demand will grow by 2.4 percent annually for the next decade and that 1,500 megawatts need to be sent to Canada.

Ms. Gilbertson said the Bellevue City Council hired an independent consultant to study those questions. She said the consultant concluded that, even if the model reflected zero flow to Canada, the project was still necessary to serve local demand.

Mr. Marsh noted that, in the latter sections of the City consultant's report, almost all of the overloads disappear when the anticipated flow of electrical power to Canada is removed. The only remaining overload is approximately two percent, as reported to the Newcastle City Council. Mr. Marsh said there are less expensive ways to address that overload than a \$250 million project. Mr. Gilbertson said PSE must address the overload.

Mr. Marsh spoke about overloads and said CENSE believes that PSE's assumptions regarding plant failures significantly exceed federal requirements. He recalled an EBCC Councilmember asking how far from the oil pipelines the transmission line poles are required to be placed. Ms. Pravitz said she believed a separation of two feet is required by federal regulations.

Steve O'Donnell, co-founder of CENSE, said Energize Eastside is an industrial blighting project of residential neighborhoods that is building an 18-mile electric fence. He said the wires will be stacked vertically with the new higher poles, which will be visible above the tree line, and that the new transmission lines will be four times more powerful than the existing lines. He believes that PSE does not want to be transparent and does not want to disclose data.

Mr. O'Donnell said the Energize Eastside project is out of scale, damages the environment, and avoids far too many reliable and cost-efficient alternatives. He said he served on PSE's Community Advisory Group (CAG) and noted that no technology alternatives were studied. He said the project is unsafe and too costly, expressed concern regarding the colocation of the transmission lines with the oil pipelines, and questioned whether PSE will position the foam that is necessary to put out potential fires.

Warren Halverson noted how disappointed he is that he and the public have not received any feedback on the questions and issues that have been raised. He said the study by the City's consultant did not provide a load flow study, and he questioned whether PSE will do so. He asked, in the current final integrated resource plan (IRP), if PSE will provide a current Eastside demand forecast. He noted that Seattle City Light's recent IRP indicates a flat demand for energy.

Terry Barr questioned whether the energy will go to West Bellevue and to the new development along Bel-Red Road.

## 5. REPORTS OF CITY COUNCIL, BOARDS AND COMMISSIONS

### (a) Community Council Business and New Initiatives

Councilmember Gooding moved to reschedule the January 2, 2018 EBCC meeting to January 9, 2018. Vice Chair Kasner seconded the motion, which carried by a vote of 4-0.

## 6. APPROVAL OF AGENDA

Vice Chair Kasner moved to approve the agenda, amended to continue Agenda Item 5(a) to Agenda Item 10, and to add Agenda Item 12(b), Other Issues. The motion was seconded and carried by a vote of 4-0.

## 7. DEPARTMENT REPORTS

- (a) Memo regarding Installation of Speed Limit Radar Signs

Chair Capron noted the new speed limit sign on Main Street, eastbound between 140<sup>th</sup> and 148<sup>th</sup> Avenues and said that three more will be placed in East Bellevue over the next 90 days.

Responding to Vice Chair Kasner, Mr. Stannert confirmed that the signs are informational only and do not issue citations. Assistant City Attorney Catherine Drews said she believed that the signs collect data regarding the number of cars exceeding the speed limit.

Councilmember Hummer said she likes the signs because they raise awareness of how fast one is driving, however, she has heard from one resident who objects and considers the signs as sign pollution.

## 8. PUBLIC/COURTESY HEARINGS

- (a) Public Hearing to consider approving City Council Ordinance No. 6376 imposing a prohibition on community health engagement locations (CHELs), safe injection sites, and other uses or activities designed to provide a location for individuals to consume illicit drugs intravenously or by other means.

Carol Helland, Code and Policy Director, said the City Council studied the issue of safe injection sites as King County was looking for jurisdictions to consider whether to accept community health engagement locations (CHELs), which are available to individuals to inject illicit drugs. The City Council quickly adopted an emergency ordinance defining and banning CHELs and similar facilities. The East Bellevue Community Council held a public hearing and courtesy hearing on the topic. The City Council approved its final ordinance on October 16.

Ms. Helland said Ordinance No. 6376 defines the types of facilities to be prohibited. Staff is requesting action by the EBCC regarding whether to allow the sites in East Bellevue.

Responding to Chair Capron, Ms. Helland said the word “permanent” is not in Ordinance No. 6376, and the Ordinance cannot bind future City Councils from taking other action.

At 8:00 p.m., Councilmember Hummer moved to open the Public Hearing. Councilmember Kasner seconded the motion, which carried by a vote of 4-0.

Chair Capron said he is saddened that there is a need for a discussion about safe injection sites in Bellevue, that drug addicts are the most vulnerable citizens and are often homeless, and that,

while he does not want a safe injection site in his neighborhood, he also does not want to abandon those individuals. He questioned whether paramedics and police officers should carry Narcan to assist individuals who have overdosed.

Xeiliias Canani noted that bringing injection sites into cities is enabling, not empowering, addicts. He does not want the sites in Bellevue and said there has been no decrease in the use of injectable drugs in Vancouver, B.C., since the implementation of a safe injection site. He does not want to attract more drug users to Bellevue but believes the community should help those who are already living here.

Cynthia Cole asked the EBCC to approve City Council Ordinance No. 6376. She said the focus should be on finding ways to help individuals receive treatment as there is nothing safe about illicit drug usage. Cities with injection sites, including Vancouver, B.C., have experienced an increase in crime and overdose deaths. She said there are two nonprofit organizations in Seattle that have free, available treatment beds which are not being used because Seattle is enabling the drug culture.

Alice Wang encouraged the Council to show true leadership by permanently banning safe injection sites. She said heroin is illegal, and that injection sites only enable drug users to slip deeper into addiction. She spoke about the documentary *Streets of Plenty*, which depicts the lives of the homeless and the activities at injection sites in Vancouver, B.C. She said Councilmembers are elected to make difficult choices in the best interest of the public and asked the EBCC to consider the legacy of its decisions.

Nellie Jie, former Vancouver, B.C. resident, which was the first city in North America to implement injection sites, is now afraid to visit Chinatown due to the drug use and crime. She said drug addicts should be helped, but injection sites are not the solution. She said immigrants come to this country for safety, education, and the promise of a future. She expressed concern about the potential impacts on Bellevue families and senior adults.

Jennifer Asplund, representing the Neighborhood Safety Alliance of Seattle, spoke in opposition to safe injection sites. She said her brother died from long-term use, not from an overdose. She said injection sites do not prevent deaths and acknowledged the short-term benefit of Narcan. She said injection sites allow and enable addiction and permanent brain damage. She said addicts cannot make good decisions, and the community needs to help them in making those decisions.

Gretchen Taylor, a member of the Neighborhood Safety Alliance of Seattle, said her son is a heroin addict. She said King County has been trying to sell the community on the statistically unsupported benefits of injection sites. She noted the increase in overdose deaths and the escalation of crime in Vancouver, B.C. She said the cities of Sammamish, Issaquah, Bellevue, Federal Way, Auburn, Kent, Burien, and Covington have not been persuaded by King County's marketing campaign for injection sites and asked the EBCC to pass a permanent ban on safe injection sites in East Bellevue.

Cindy Pierce asked the EBCC to approve a permanent ban on safe injection sites in East Bellevue. She said the Neighborhood Safety Alliance of Seattle has been working on issues

related to homelessness and injection sites. She spoke about King County Councilmember Jeanne Kohl-Welles recent visit to Vancouver, B.C. She noted that the City of Seattle passed a \$1.3 million budget to study injection sites.

Marilyn Vancil noted the farcical nature of what this does to the police force. Since the injection sites are government-sanctioned and enable the use of illegal drugs, she questioned how a police officer is expected to address this type of illegal drug use. She said the community needs to support the police.

Catherine Duong thanked the EBCC for supporting the temporary ban on injection sites and asked that they support a continuation of that ban. She said enabling addicts is not the solution to ending addiction. She suggested that society should consolidate money and effort into helping people get their lives back on track. She said the community is responsible for caring for its residents, however the support of injection sites does not reflect care for addicted individuals.

Lian Zhou asked the Council to ban injection sites in East Bellevue. She would like her community to be a safe place for families and believes it is important to set a good example for children about what is right and what is wrong. She said society should help drug users rather than make it easier for addicts to use drugs.

Michael Kimball said his sister began using drugs but was able to overcome the addiction before it progressed too far. He said Insite's statistics reflect an extremely low referral rate for sending addicts to detox facilities and believes that money would be better spent through treatment versus enabling drug users.

Veronica Garcia spoke in support of prohibiting safe injection sites and noted the thousands of Bellevue residents who signed the initiative to ban injection sites. She said she has spoken to hundreds of Bellevue residents. Many expressed support for treatment centers however no one supported a drug consumption site as an option for helping addicts. She asked the EBCC to support the will of the people.

Aleks Posiplski noted the resolution passed in Covington acknowledging that opioid addiction is a huge problem, and that society needs to be compassionate and help addicts receive treatment. He said the City of Covington conducted extensive research before determining that injection sites do not align with the goal of helping people. He said there are proven methods for treating addiction, which do not include injection sites, and asked the EBCC to support the ban.

Terry Johnson, a Lake Hills resident, spoke about her grandson who died of a heroin overdose. She said addicts will continue to use drugs, and if someone overdoses at an injection site, there will be personnel there to save them. She said her grandson went through treatment at least five times, with his parents spending hundreds of thousands of dollars. She said her grandson might still be alive if he had been able to access safe injection sites.

Amanda Johnson said Bellevue will not approve safe injection sites. She opined that there is not a critical need at this time. She said she is a graduate of a chemical dependency professional program, and she assists a group who work in the area of harm reduction with the homeless

population. She spoke about a recent clean-up effort in Everett that collected 37,000 needles and noted her concern about the impacts of addiction for her children and the community.

Aileen Wu does not understand individuals who support injection sites. She spoke about other addictions including alcoholism, stealing, and gambling, which society does not enable. She questioned the logic of providing a free facility for addicts to use illegal drugs. She wants her tax dollars to go to treatment centers to help this vulnerable population.

Mimi Fu said she cannot believe that America, with all of its accomplishments, is considering injection sites for illegal drugs. She concurred with previous speakers who support banning injection sites. She spoke about the situation in China in the 1850s when the British imported opium from India to China. She said China lost two generations of young men and women due to opium addiction.

A gentleman noted previous comments that society cannot ignore vulnerable individuals. He said that he regularly smells marijuana while walking in Downtown Seattle, and he sees people fighting and shouting at each other. He expressed concern that Bellevue would face the same situation if it allows an injection site. He said it is important to help individuals and to give them hope, and noted that the injection site in Vancouver, B.C. has injected first-time users.

Mark Talia expressed sympathy for those who have lost loved ones to addiction, however he said injection sites are a magnet for drug users and drug dealers. He expressed concern that injection sites will lead to the government providing heroin. He does not believe this is a way to solve the problem and realizes there are no easy solutions. He said no one in the community will forget how the EBCC votes on this issue.

Tulie Davenport noted that she met with King County Councilmember Claudia Balducci to share data and an alternate solution regarding safe injection sites. Ms. Balducci said she would transmit the information to others within the County. Ms. Davenport said the King County task force produced eight recommendations, with injection sites as one potential action. She said individuals consider their homes to be safe injection sites. She suggested a community oriented solution involving public education and the distribution of Narcan. She asked the EBCC to support the ban. She noted a recent article about a drug that has been successful in treating addiction.

Heidi Dean asked Chair Capron about his past comments regarding needles found in a Starbucks restroom. She said she visited every Starbucks location within the EBCC boundary. She asked if they had plans to install needle disposal boxes and whether they had problems related to handling their trash due to needles. She was told no. She said her son attends Sammamish High School and talks about the level of drug use at school. She expressed concern that allowing a safe injection site will enable the use of illegal drugs.

Shaul Thai said her condo was destroyed in a fire caused by a neighbor using drugs and alcohol. Two people were killed and 21 homeowners lost their homes in the incident. She noted that drug users affect innocent lives, and an injection site will attract drug users and drug dealers. She encouraged the EBCC to ban injection sites.

Steve Fricke said King County helps people to stop using drugs. He encouraged everyone to research the King County drug diversion court, which provides treatment, employment support, and social services, and allows people to recover without a criminal history. He expressed support for banning injection sites.

Sergei Urcochik said he knows many personal stories of addicted young people. He said heroin is the enemy to stand up to and to fight against. He expressed concern that safe injection sites will cause young people to think that the drug usage is not so bad. He said he has never heard that heroin made anyone happy.

At 9:09 p.m., Vice Chair Kasner moved to close the public hearing. Chair Capron seconded the motion, which carried by a vote of 4-0.

Vice Chair Kasner thanked everyone for participating in the public hearing. He said putting the ban in place eliminates the magnet for drug dealers and drug users, however it does not solve the problem. He suggested that residents think about what they do want, and the possibility of engaging with the Bellevue School District regarding the issue. He said drugs are readily available at Sammamish High School and at Bellevue College. He noted his concern when marijuana was legalized. He spoke about what residents can do to create the community they want. He asked residents to continue their involvement on this and other issues.

Councilmember Hummer questioned whether the City's ban extends to King County owned property in Bellevue. Carol Helland, Code and Policy Director, said the County is required to obtain permits for projects and must comply with the City's zoning code.

Ms. Hummer noted the eight solutions proposed by the King County task force. She questioned whether the City is looking at the other seven proposals. Ms. Helland said the City Council discussed the task force report in early October, and that the meeting packet and minutes are available on the City's website.

Chair Capron reiterated that, while he does not want a safe injection site in his neighborhood, it is important to help people. He noted the legalization of marijuana and expressed concern that allowing drug injection sites could be a slippery slope. He referred to the earlier speaker's comment about the challenge for police trying to enforce illegal drug laws.

## 9. **RESOLUTIONS**

- (a) Resolution No. 566 approving City Council Ordinance No. 6376 imposing a prohibition on community health engagement locations (CHELs), safe injection sites, and other uses or activities designed to provide a location for individuals to consume illicit drugs intravenously or by other means.

Vice Chair Kasner moved to approve Resolution 566. Councilmember Hummer seconded the motion, which carried by a vote of 4-0.

At 9:20 p.m., Chair Capron declared recess for 10 minutes. The meeting resumed at 9:30 p.m.

10. **COMMITTEE REPORTS**

(a) Continued Agenda Item 5(a) - Council Business and New Initiatives

Vice Chair Kasner said he met with John deVadoss of the Planning Commission and expressed the EBCC's interest in learning about issues when they are initially forwarded to the Commission. He attended the Movies that Matter event in November and the Bellevue Essentials graduation ceremony.

Mr. Kasner said he met with Mike McCormick Huentelman, Neighborhood Outreach Manager regarding the neighborhood subarea planning process. Mr. Kasner said staff will initiate discussion with the Council in February to determine the work program over the next 7-10 years, with the Lake Hills neighborhood in the funding cycle for 2019.

Mr. Kasner said the November election was certified, with the continuance of the EBCC being approved by 80 percent of the voters. He said he looks forward to the appointment of the Council's liaison to the EBCC and that he wants to move forward in a positive direction. He also encouraged candidates and residents to remove campaign signs from yards and the right-of-way.

Councilmember Hummer said that she attended the Planning Commission retreat, which included a review of the Commission's accomplishments in 2017. She enjoyed learning about the code amendments resulting from the Downtown Livability Initiative process. She also attended the Parks and Community Services Board meeting in which there was discussion of the \$1.7 million available for open space and parks in the BelRed corridor due to developer's fees. She noted that the Board has several subcommittees reviewing their guiding principles and a number of projects.

Councilmember Hummer said she attended the bike meeting. She said the City has a demonstration project proposed for the Downtown, and noted the 700 responses to a survey related to that effort. She said that perhaps in the future the City will have demonstration projects before implementing full projects.

Ms. Hummer said she attended the Bellevue Essentials graduation ceremony. She expressed her interest to Councilmember Balducci in serving on the talking circle addressing the homeless situation in Bellevue. Ms. Hummer said she sent a letter to the *Bellevue Reporter* thanking the community for voting for the continuance of the East Bellevue Community Council and believes this is a mandate to represent their constituents at the City level.

Chair Capron thanked everyone for expressing their appreciation of his service.

11. **UNFINISHED BUSINESS:** None.

12. **NEW BUSINESS**

(a) Discussion Regarding Potential Future Agenda Items

- Public Hearing - Complete Streets Comprehensive Plan Amendment
- Larsen Lake Culvert Replacement project

Chair Capron spoke about the Larsen Lake culvert project and recalled a past presentation regarding the NE 8<sup>th</sup> Street Kelsey Creek culvert. He said he hopes the project is completed in a timely manner.

(b) Other Issues

Responding to Vice Chair Kasner, Deputy City Clerk Roberts said she believes the Complete Streets Comprehensive Plan Amendment (CPA) public hearing will be held in January, as the related ordinance is going before the City Council on December 11.

Councilmember Kasner said he would like to add the neighborhood subarea planning item to the EBCC's February or March agenda. He said the Pedestrian and Bicycle Plan was updated in April 2016 and asked if anything has changed since that time for projects within the EBCC boundary. Mr. Kasner expressed an interest in updated information regarding the enforcement of room rental regulations.

Ms. Helland said staff is preparing a report on room rental enforcement through the end of October. She noted the memo in the EBCC's September packet, which included the numbers previously provided to the Planning Commission.

Ms. Hummer said she reviewed King County's information on subsidized housing and noted that there are 2,200 subsidized housing units in Bellevue. One-quarter of those are in the East Bellevue Community Council jurisdiction, and one-quarter of the units are in the Crossroads area. She expressed concern regarding how the Affordable Housing Strategy will be implemented and said she would like to be involved in developing the housing criteria.

Ms. Hummer questioned who to contact regarding the decoration of utility boxes, which helps to prevent graffiti. Ms. Roberts said she would contact staff regarding that issue.

Vice Chair Kasner asked about updating the EBCC's Rules of Procedure. He also expressed an interest in receiving information or a presentation from the Bellevue School District regarding their drug prevention efforts.

13. **CONTINUED COMMUNICATIONS**

Don Boettiger said he supports the ban of safe injection sites, however he would like to see alternatives considered (e.g., Fire Department, clinics). He opined that there are ways to help people without creating a magnet for drug users and drug dealers in Bellevue.

14. **EXECUTIVE SESSION:** None.

15. **APPROVAL OF MINUTES**

## (a) Summary Minutes of the October 3, 2017 Regular Meeting

Ms. Helland clarified a portion of the October 3 meeting minutes. She noted the statement in the minutes: "Carol Helland, Code and Policy Director, said permits had not been issued for the line." She said her comment referred to the fact that clearing and grading (construction) permits had not been issued. She said the minutes appeared to imply that the conditional use permit (CUP) had not been issued.

Responding to Councilmember Kasner, Ms. Helland said the CUP is the only one that has been applied for and processed. Ms. Helland noted her proposed language to add "clearing and grading."

Vice Chair Kasner moved to amend the previously adopted minutes of the October 3, 2017 Regular Meeting to clarify staff's comment that clearing and grading permits had not been issued to PSE for the Lake Hills transmission line project, as of October 3. Chair Capron seconded the motion, which carried by a vote of 4-0.

## (b) Summary Minutes of the November 7, 2017 Regular Meeting

Councilmember Hummer referred to page 23 of the meeting packet and asked that the following paragraph be amended to read as follows:

Ms. Hummer said she spent a lot of time in Kent this summer, where there were many farms in the past. Now the area has hundreds of homes and there is no increased bus service or vehicle capacity. She said that those residents ~~the drivers~~ are all going to work in Bellevue ~~through Bellevue~~.

Vice Chair Kasner moved to approve the minutes of the November 7, 2017 Regular Meeting, as amended. Councilmember Gooding seconded the motion, which carried by a vote of 4-0.

16. **ADJOURNMENT**

Vice Chair Kasner moved to adjourn. The motion was seconded by Councilmember Gooding and carried by a vote of 4-0.

At 10:02 p.m., Chair Capron declared the meeting adjourned.

Karin Roberts, CMC  
Deputy City Clerk

/kaw