

1) Downtown is the city’s fastest growing neighborhood with more than 8,000 residents and a daily workforce of more than 42,000.

Why are you the best candidate to represent downtown?

POSITION 1

Aaron Laing: As a land use attorney, I bring a unique and exceptionally well-qualified perspective to the planning, transportation and economic issues that our Council must address over the next four years, if we are to ensure the ongoing vitality of our Downtown. A top priority of the Council should be to update Bellevue’s thirty year-old land use code. I have significant experience working with property owners, developers, neighbors and local governments throughout Washington to update land use regulations to provide for high quality housing, jobs and recreation amenities. All proposed regulatory changes must both retain existing jobs and residents and attract and catalyze new development, growth and investment in Bellevue. I am committed to working with Bellevue’s Downtown stakeholders throughout this process to ensure that Downtown remains an attractive environment in which to live, work and play.

John Stokes: First, I have years of experience in working with diverse interests in the city on schools, neighborhoods and transportation issues. I long have worked in urban environments and understand the desirability and dynamics of mixing offices with housing and retail operations. I am a consensus builder who can also make decisions and bring matters to action based on shared involvement. I believe we have a strong representation of the various interests in downtown in the association, and I will put my experience in my professional and volunteer career to foster collaboration and utilization of the diverse strengths of this group to achieve positive results that benefit all and foster increased mobility and livability in the downtown area. I am a problem solver and a positive influence.

Bellevue is poised at its next big growth opportunity and when the time comes, we need leaders who see the big picture and can work to fulfill the goals for greater economic vitality and development downtown to keep downtown the jewel in the crown of a growing and prosperous Bellevue. I will work tirelessly alongside you to fulfill your aspirations for Downtown Bellevue to be the premiere destination to live, work and play.

POSITION 3

John Chelminiak: I am a downtown Bellevue resident. We live in Vuecrest and consider downtown to be our neighborhood. I am the only member of the council who lives downtown so the success of the city is extremely important to me. The attitude in the single-family neighborhoods toward downtown Bellevue has dramatically changed in the last four years. We see downtown as one of our strongest amenities and part of a quality of life that makes this a great city in which to live and raise a family. We welcome our new neighbors in the high-rise buildings and enjoy a vibrant urban experience.

Michelle Hilhorst: When I first moved to the Wilburton neighborhood 15 years ago, the vista I enjoyed as a Bellevue resident was of the Downtown Bellevue skyline. I also worked in Downtown Bellevue, so I have been a Bellevue citizen who experienced both aspects of the Downtown lifestyle on a daily basis and thus I know how important it is to foster a great community in the Downtown core.

As a cardiac arrest survivor who was resuscitated due to the close proximity of a Bellevue Fire station near my current home in Newport Hills, one of my top priorities is to ensure our public safety support is commensurate to the growth in the Downtown sector. With this growing population, one of my priorities is to build a new Downtown Fire Station to ensure the residents and workers Downtown receive the same quick response time I did. Because Downtown is growing vertically, it is vital that we have a station Downtown so that response times will be fast for all residents whether they live in a single-family home or a high-rise. We must have a Downtown Fire station built sooner rather than later and I will prioritize that effort.

POSITION 5

Claudia Balducci: Downtown Bellevue is the central focus of a land use and economic strategy that has served Bellevue very well as our community grows. Focusing growth in downtown has resulted in a dynamic central urban core that benefits the entire city by providing an attractive place for business, residents and visitors and also by allowing our single family neighborhoods to retain their character and thrive. As a seasoned council member, I have a track record of supporting our land use and economic strategy in downtown – from supporting the major transportation investments to keep downtown moving to continuing city sponsorship of the major events like the Arts Fair and Bellevue Family Fourth that define and enrich our whole community.

Patti Mann: Public Safety is key to every successful Central Business District, and is what I have made my life’s work. More than any other council candidate, I understand the dynamics of a strong, safe, downtown core, and what it takes to create it. My “Outstanding” rating by the King County Municipal League is a testimony to my ability to think through issues, listen to all options, and then legislate in the best interests of Bellevue’s constituents. I have been the candidate supported by the business and neighborhood communities both in and surrounding the Downtown. This support stems from my strong commitment to transportation infrastructure, fiscal responsibility, and a high quality of life for our residents.

2) In terms of supporting the city's economic engine and attracting jobs downtown, what specific priorities or strategies would you support the City advancing in the next five years?

POSITION 1

Aaron Laing: Broadly, the most important priority is to update Bellevue's land use code. Recognizing that we are still in a recession, specifically the City should (1) not raise taxes or fees on its residents and businesses, (2) adopt lower impact fees to encourage affordable development, (3) prioritize public safety to maintain Downtown's safe, attractive environment, (4) increase an emphasis on the City's economic development program, with a special emphasis on attracting international investment, and (5) complete the Downtown Transportation Analysis to ensure we have an effective, multi-modal transportation plan for the present and future.

John Stokes: Getting light rail into downtown and out to the Bel-Red corridor in the best way possible with a tunnel and rational mitigation is the first. No more delays and trying to push it off away from Downtown and toward second class stature for the city. Next would be working with the downtown businesses and residents to resolve traffic and accessibility problems in the downtown grid. Third would be reviewing and modifying, where necessary for economic growth and fostering more jobs and residents into downtown, the myriad regulations and rules that govern downtown development and livability potential.

Last would be working with the council as a whole to help fulfill many of the objectives and goals set forth in the following questions. I am not an expert in land use codes and the voluminous city codes and regulations at this point so I cannot dazzle you with specifics. What I can do is put my analytical, legal and problem solver skills and knowledge to work to collaborate with you and the experts and fellow council members to change things that need changing and improve others where advisable, so that in five years we will have a stronger Downtown Bellevue.

POSITION 3

John Chelminiak: Our focus needs to be on jobs, educating and attracting talented workers, and making certain the economic clusters that provide jobs in our downtown are thriving in our region. These include the high technology, clean technology and health clusters as well as the financial, engineering, legal and real estate services. And we need an excellent retail sector. Downtown Bellevue is truly a 24/7 neighborhood so we have to pay attention to the business created by having a residential neighborhood as well as a business center. These include services such as grocery stores, entertainment, and arts.

Michelle Hilhorst: 1. Planned Growth. The Downtown core of Bellevue is a large growth area which is rapidly changing and which brings a vibrant economic center to our region. Yet, I am also mindful that we must not lose the "character" that has made Downtown Bellevue (and Old Bellevue) such a wonderful community. Providing regular and scheduled maintenance and beautification to Downtown Bellevue will continue to draw many to work, shop, and live here. Balancing the growth of Downtown with preservation of its character will be my focus. 2. Downtown Fire Station. As our Downtown core continues to grow, the need for a Downtown Fire station grows equally and it can no longer wait. We must move this to the top of the list, prioritize its funding and move forward on this effort to ensure we do not put our Downtown workers and residents at risk of not receiving timely response in times of crisis. 3. Mobility. I will support plans to increase transit and mobility infrastructure to continue to bring commuters and consumers in and out of Downtown Bellevue, which in turn will keep our economic engine humming and accelerating. 4. Flexibility in code changes. Amending the Downtown Land Use Code has been a long term desire of the BDA. I support moving this project forward to ensure that the land use planning in Downtown is current and will support future growth.

POSITION 5

Claudia Balducci: I support revisiting the mobility and infrastructure plan so that we have a reliable and affordable path to completing transportation projections, public safety (fire station) and other investments needed for Bellevue's continued success in a reasonable time frame.

Patti Mann: To provide the greatest opportunity for business growth, the City needs to stand firm on maintaining stable and predictable taxes and fees. Our revenue increases can be realized from growing business activity, and creating a stable and dependable environment in which to begin a business. Attracting a competent and educated workforce will continue to depend on a solid infrastructure of stable home values, public safety, and community activities.

3) How would you characterize your support for the a) East Link Light Rail Project, b) the C9T tunnel alternative for downtown, and c) the City's role in a tunnel funding agreement?

POSITION 1

Aaron Laing: a) I voted for the Sound Move 2 (East Link) initiative, and I continue to advocate for the East Link Light Rail Project.

b) I support the C9T tunnel as the best alignment alternative for bringing light rail to and through our Downtown core.

c) Given the status of the economy and the City's ongoing budget shortfall, I am concerned about the City's ability to provide a significant cash payment to fund a tunnel. With this in mind, the current trend of the negotiations with Sound Transit, which would require the City to provide significant non-cash consideration—such as streamlining permits and including already-planned Bellevue infrastructure projects for credits—sounds promising. It is important that the City maintain funding for current capital projects. As the negotiations continue, I support the Council and Sound Transit cooperating to address these issues.

John Stokes: a) I strongly support the East Link Light Rail Project, and support the chosen route that the city and Sound Transit have tentatively agreed to in the 2010 Term Sheet. I support the adoption of the final adoption of the B2M alignment as modified after negotiations for rational and reasonable mitigation.

b) I fully support the planned C9T tunnel alternative for downtown as the most desirable way to bring light rail in the Downtown core and provide excellent access and vitality for the downtown area. Other options would be as desirable, but in any event, light rail must be brought to downtown as planned, so the tunnel issues must be resolved.

c) As I believe it is very important for there to be a tunnel, the city has the responsibility to participate in its funding as it has tentatively agreed and must work to see that this is accomplished without delay and within the financial capacity of the city. This investment is necessary for the greater future of the downtown and the city as a whole for its viability as the leader in commerce and livability as well as being the arts and cultural center.

POSITION 3

John Chelminiak: I support Eastlink. An effective light rail system is critical to the transportation system of downtown Bellevue and for the development of the Bel Red corridor. The current council majority has focused over \$2 million of city money on the flawed BNSF route. They wanted the train to go a mile and a half out of its way to use less than a mile of old railroad corridor at an added cost of \$140 million. Instead we should have been focused on making the Bellevue Way-112th corridor work, solved the cost problems with the downtown tunnel, and been moving ahead expeditiously.

Developing Downtown and the Bel Red as business and residential hubs is key to continuing the vitality of our single family neighborhoods. The so called "Vision Line" is nothing but a Downtown Bellevue Bypass. For the past eight years I have promoted the need of a downtown tunnel. The best way to solve the sitting and budget problems is to enter into a cooperative development agreement with Sound Transit. They will need to follow all our regulations but we will guarantee a responsive and fair permitting process. We need fair value for the use of our right of way, work cooperatively on property acquisitions, consider rebating our portion of construction sales tax on the project and be certain it will be completed to Redmond Overlake. Then we can consider using the \$25 million that is held in contingency in our seven year CIP and consider other hard dollar contributions.

Michelle Hilhorst: a) The people voted overwhelmingly for Light Rail. Therefore, as Bellevue City Council, we need to ensure that this infrastructure is built in a manner that best serves Bellevue. We also must be mindful to build the light rail in a manner that supports job growth, population growth and economic growth.

b) A tunnel is critical to the success of Light Rail through Downtown Bellevue.

c) How the tunnel is funded is a critical concern to all residents and businesses in Bellevue. This is a 100-year project that must be built properly to support, not hinder, our regional growth and mobility. Due to the vital role a tunnel plays in maintaining mobility Downtown, it is worth having the City share in that investment.

POSITION 5

Claudia Balducci: I have been a strong supporter of implementing the East Link project and a tunnel alignment through downtown. As Bellevue's representative on the Sound Transit Board, I supported and helped to implement the series of agreements that are moving us toward a final tunnel funding plan. The tunnel configuration is critical for downtown Bellevue and I support finding a way to jointly fund it with Sound Transit. I am confident that we can find a way to do this without raising taxes for Bellevue residents.

Patti Mann: I'm enthusiastic to see the City Council working with Sound Transit on a solution to the transit issue. I find the recent environment of cooperation and communication to be encouraging. While many theoretical funding strategies for the C9T tunnel have been rumored, the city has yet to see a proposal backed by empirical evidence. If elected, I look forward to being a collaborative voice with fellow Councilmembers and Sound Transit, working towards adopting the final route through Bellevue.

4) In addition to light rail, what other local and regional transportation priorities should the City Council help fund or advance over the next five years?

POSITION 1

Aaron Laing: In general, I will support projects that represent the most effective use of tax payer dollars towards maintaining and improving public safety and reducing traffic congestion. With these principles in mind, there are three primary local and regional transportation priorities that the City Council should help fund or advance over the next five years:

- (1) The Transportation Demand Management program, including continued implementation and refinement of the Intelligent Transportation System program;
- (2) Improvements in the 120th Avenue corridor that will provide both improved connectivity to SR-520 and lessen congestion in Downtown;
- and
- (3) The regional SR-520 124th and 148th Avenue interchange projects and corridor plan.

John Stokes: As a member of the Eastgate/I-90 Citizen’s Advisory Committee I realize the great potential for development in this area and the increasingly difficult transportation problem in the area. The City Council should pay special attention to this corridor as well as the Bel-Red corridor as logical and inevitable spokes connecting large parts of Bellevue with Downtown Bellevue and start work now to make sure that these gateways into downtown become an integrated and symbiotic part of the city as a whole. We need to foster rational growth in those corridors and within the downtown area as the city itself grows, and transportation is a keystone piece for making this happen. We also need to work closely with WSDOT to insure that the highway systems impacting Bellevue are managed and designed well and in the best way to foster sound and economically beneficial growth in the area.

Prudent funding and advocacy for improved transportation choices is vital to Bellevue’s future.

POSITION 3

John Chelminiak: We have a series of major transportation investments that are critical to downtown. These include projects in the DIP, Wilburton Connections and Bel Red plan. One of the largest transportation projects outside that corridor is the West Lake Sammamish Parkway project. We also have to find ways other than concrete to solve our problems. We are installing a smart technology system that will turn our stop lights into “go lights.” It is already saving us money. The ability to time lights and include a flashing yellow turn light will likely allow us to remove a \$4.5 million turn lane project in the Factoria area. An investment in the hundreds of thousands of collars at that location will save us over \$4 million.

Michelle Hilhorst: I would like to see more bus rapid transit routes between Bellevue and Redmond, Bellevue and Seattle, and along the I-405 corridor. Tukwila to Lynnwood is under-served and is a critical transit path that needs more direct routes and transit options. Unclogging I-405 near Bellevue’s Downtown corridor with more complete transit opportunities would be a significant benefit to Downtown Bellevue and its residents.

POSITION 5

Claudia Balducci: We should continue advocating for completion of the I-405 expansion to support traffic to and from Bellevue from the North and South; implement the early transportation investments needed to support the Bel-Red redevelopment, and advance long-needed local community road projects such as West Lake Sammamish Parkway. We need to take a hard look at our transit needs, city wide, through updating our transit plan and support increases to transit service from the service providers like Metro and Sound Transit.

Patti Mann: It will be important to continue to encourage the balancing of our sub-area equities within our region of King County Metro, receiving services equivalent to the revenue provided to the system by our taxpayers. A focus on the Rapid Ride transit system will provide a dependable alternative for transportation needs between many of the neighborhoods and the downtown core. By promoting and encouraging its efficiency within Bellevue, citizens will have a desirable alternative to driving, being able to catch a bus heading to common city destinations every 10 minutes. As an alternative, Bellevue can look at modeling the Microsoft “Connector” system as a local transit system that serves individual needs, as well as those of the masses. Bellevue needs to work toward multi-modal transportation support. To that end, we also need to address the pedestrian walkability by implementing mid-block crossings for pedestrian safety. The city would be well-served to continue the upgrading of our computerized traffic technology.

5) The BDA has asked the City of Bellevue to update downtown’s Land Use code and amenity incentive system. What opportunities do you see to improve downtown’s land use and development regulations?

POSITION 1

Aaron Laing: In updating the land use case, I believe that there are four primary opportunities to improve Downtown’s development regulations:

- (1) provide more flexibility in achieving the highest floor-area-ratio (FAR), such as allowing the same formula to apply to office space as used for multi-family;
- (2) adjust height limits in some areas to allow for the same FAR but in a narrower footprint, which will improve light and view corridors without sacrificing density and gross floor area (GFA);
- (3) reduce retail use requirements in areas that cannot sustain it; and
- (4) provide FAR bonuses for public open space, to help to ensure we remain a City in a park.

John Stokes: I support this effort. I would like to see downtown land use policies that strongly encourage mixed use development and future encouragement for downtown living and shopping. Increased office space utilization is also important and the amenities that office workers need in their work area is an important consideration in any land use changes. Ways to encourage more people who work in the downtown area to also be able to live there is a positive. One area that I am familiar with, from my service on the Parks and Community Services Board, is the Old Bellevue neighborhood and the area between Meydenbauer Bay and the Downtown Park. As with other areas in and around Downtown Bellevue, there is great potential for sound growth and to achieve that growth, land use policies must be updated and made more rational to suit the changing environment. Again, I am not the expert on the specifics, but I am fully capable of understanding the needs and of working with downtown leadership and the city staff and other experts to devise the best possible ways to alter the regulations to foster smart and economically viable growth. I will work to see that this is done.

POSITION 3

John Chelminiak: We have to first complete the transportation update. We know that in 2030 it will take over 20 minutes to drive from 405 to Bellevue Way on NE 8th. We have to solve the surface transportation issue which is why East Link operating in a tunnel is critical to downtown. At this time, I have not seen data that says the density or intensity of downtown development should be increased. What we do need to look at is height options with the same density levels. We will need to work closely with the development community to decide what options truly are incentives. In terms of what those incentives will be used for, they should enhance the quality of life in downtown with more open plazas, arts and cultural facilities, and an active streetscape. The boundaries of the downtown should remain the same and the development of the outside ring adjacent needs to meld with the single and low density multi-family zones just outside of the downtown boundaries.

Michelle Hilhorst: Downtown Bellevue is a major growth center in our region and is the economic engine for the Eastside. I support reviewing and updating the Downtown plan to ensure that we can continue to be a vibrant and dynamic economic and residential center into the future.

POSITION 5

Claudia Balducci: It is time to revisit the incentive system for downtown, maintaining the compromise with the surrounding communities to focus the most intense development in the center of downtown and away from neighborhoods, while addressing aspects of the code that no longer make sense or have not produced the intended results.

Patti Mann: Bellevue has super blocks that are not pedestrian-friendly, that encourage bulky buildings that block light and airflow from the downtown, and do not adequately incentivize open space and pedestrian corridors. We need to find ways to make taller buildings that have a smaller footprint in developable downtown. Developers need to be given adequate incentives, so that they include open space and pedestrian corridors in their building designs. The city should have the ability to be much more flexible in permitted uses, so that the market can dictate the best uses for the land. This type of flexibility will create a more “livable” downtown, while also encouraging new development which stimulates our regional economy.

6) The City Council is evaluating capital priorities and funding plans, such as the 2009 Mobility & Infrastructure Initiative. To ensure the City is best positioned to attract and serve planned growth, how would you set priorities, and what specific funding tools do you support?

POSITION 1

Aaron Laing: My top priorities as a Councilmember are public health and safety, including fire and police protection, safe pedestrian facilities (especially for school children), environmental protection and the maintenance of existing infrastructure. Additionally, I believe the Council must prioritize planning to develop and fund new infrastructure to meet the demands of existing and future growth. Part of this is investing in amenities such as neighborhood enhancement projects, clean, safe parks, and funding for the arts and other civic and cultural projects that help to make Bellevue an exceptional community.

From a funding perspective, I support the City's existing sales and property taxes, and I believe that reasonable impact fees and late-comer agreements should be used to ensure that new development pays for its fair share of the infrastructure needed to serve it. I also support examining opportunities to take advantage of historically low bond rates to fund specific capital projects, provided that such borrowing is within the City's means and will not downgrade its bond rating.

John Stokes: As for setting priorities, I would engage in an open and meaningful dialog with the residents and the people who are directly engaged in promoting the City and doing the work that makes growth happen. The processes that the City uses to get advice and make plans such as the noted Initiative is fine, but I would like to see a specific initiative geared toward a plan for Bellevue to position itself to attract and serve planned growth on a comprehensive basis. A long range plan for the city and smart and economically viable growth.

One of the concerns with the Eastgate/I-90 Land Use and Transportation Project is that the largest and most impacted and impacting commercial area in the corridor, Factoria, is not a part of the study because it has already had its own land use and transportation study and plan. Yet any rational plan for the rest of the corridor must consider Factoria. What we need to do as the question suggests is a planned comprehensive growth initiative.

As for funding, I support a combination of property taxes and associated impact fees, so that the financing is balanced and doable and attracts and builds growth.

POSITION 3

John Chelminiak: The key to funding is balance. Major project funding needs to be shared by the general taxpayer, the developer, and the landowner who benefits from the zoning. The Mobility and Infrastructure Initiative set us on a course to do that. The key is to set the right balance within those groups. The city has a policy of maintaining what it builds, but it does that by taking the maintenance out of the revenue flows to the CIP. While the council has capped that diversion of capital money to operations (maintenance) it is still faced with less money for capital projects.

The commercial development of the downtown has kept our property tax rate one of the lowest in the state. A key principal for any increase in taxes, fees, LID's or impact fees will be transparency and certainty that the promised projects will be built. We cannot make the same mistakes as in the past. Up zoning with the promise of building the necessary infrastructure, but not having the political will to fund it. The business community was supportive of all aspects of the mobility and infrastructure initiative with stated reservations on the level of impact fees. But the BDA and the Chamber both supported the initiative and the funding mechanisms.

Michelle Hilhorst: We must prioritize projects that are crucial to the well-being of our residents and businesses and projects that are needed for future growth. This means prioritizing the Downtown fire station for the health and well-being of our Downtown community and also prioritizing the projects that are needed to maintain mobility in areas where growth is occurring or is imminent.

POSITION 5

Claudia Balducci: I supported the initial Mobility and Infrastructure Initiative list of projects and funding package. Due to the impact of the recession and the rejection off local improvement district funding in the Wilburton area, this package needs to be revisited. On the project side, I support updating our growth and traffic projections and reprioritizing the transportation projects based on the changed circumstances and the most pressing needs we can project from today's circumstances. On the funding side, I continue to support a "fair-share" approach to funding, where the costs of projects are born in a fair proportion by all those who benefit – the general taxpayers for general benefits of the road system, and property owners/developers for benefits that inure specifically to those properties and create increased value locally.

Patti Mann: The negotiations with Sound Transit regarding the construction plans, mitigation, stations, and more will dictate the amount of revenue required for the planned projects. The current CIP transportation budget is approximately \$12 million per year, and with Sound Transit's request to the city to fund \$160 million, there will be little flexibility or need to discuss the various CIP projects that are currently in the planning stages at the city. To the extent that it's possible, cooperative infrastructure projects should include some of the projects listed in the Mobility and Infrastructure Initiative. The projects selected should be prioritized based on their ability to reduce congestion and improve the livability of downtown Bellevue.

7) The City of Bellevue participates as a sponsor and partner for several major civic and cultural events in downtown, such as the Bellevue Jazz Festival and Magic Season. The City also provides strategic funding for arts and cultural groups citywide through the Eastside Arts Partnership. What financial role do you think the City should play to support these events and groups?

POSITION 1

Aaron Laing: I believe that the City should continue to partner with businesses and stakeholders to provide for major civic and cultural events in Downtown as well as providing strategic funding for arts and cultural groups through the Eastside Arts Partnership. The City should view this partnership as an economic investment, as the tax revenue generated by increased tourism and community participation likely equals or exceeds the investment.

John Stokes: The City should financially participate in the fostering of these initiatives to the extent possible, and should consider these investments as high priorities. Bellevue prides itself as being a City in a Park, and that is more than just trees and open spaces and recreation opportunities. It also means the type of events described here. Civic, cultural and arts events are an important component of any viable and very livable city, and it is the responsibility of the City as the representation of the public as a whole to encourage and promote these activities, in conjunction with business and individuals and the Bellevue Downtown Association. A great city is just that when it works to collaborate in a strong and meaningful way between the public and private sectors for the benefit of all, and these civic and cultural aspects are a hallmark of a very livable city.

POSITION 3

John Chelminiak: We want to be the cultural hub of the Eastside. I'm proud of the funding we have put toward cultural events and the Bellevue Downtown Association has been a great partner. We need to find ways to make Bellevue a cultural focal point throughout the year, and that should include the Downtown and other neighborhoods. The transfer of the Strawberry Festival to Crossroads has been a huge success. The Bluegrass festival needs to be nurtured and promoted. The Farmer's Market on Thursday and Saturday creates another focal point. The weekday event brings in the downtown office workers while Saturday's event is shaping up as a great gathering point for Downtown residents. Our support of BAM and PACE was predicated on their developing sustainable business models. In short, I look forward to continued funding and partnership with the BDA and building new partnerships in the downtown and other areas of the city.

Michelle Hilhorst: These events trigger significant community building, beautification, assist with revenue generation, and highlight the great resources that Bellevue has to offer. Since these events benefit not just Downtown Bellevue but our entire community, I strongly support the city continuing to provide financial support.

As someone who has done event planning, I am very aware that events such as these that bring together merchants and consumers while instilling a sense of community are much needed and highlight the sense of community we have throughout the City of Bellevue.

POSITION 5

Claudia Balducci: Events like the Jazz Festival, Magic Season and other arts and cultural activities define Bellevue, create community connections and enrich the lives of all Bellevue residents and visitors. I support the contributions we make to these events – the modest investments into our community-wide events pays off for our citizens far beyond limited dollars contributed.

Patti Mann: If elected, my goal as a Bellevue City Councilmember would be to make Bellevue the cultural and arts center of the Eastside. Whether by helping with the Jazz Festival, the Magic Season or the Performing Arts Center, Bellevue needs to provide strategic funding for arts and cultural groups that benefit the City of Bellevue. The emergence of Bellevue's position in the arts community will provide a magnet for prospective citizens and businesses. The City as a whole will benefit from a richer culture and from the revenue that is generated to the local businesses by these activities.