

Public Comment on
Comprehensive Plan
Periodic Update

Permit # 22-105259 AC

Comments submitted to city staff or the Planning Commission
outside of an Engagement event or activity.

January 1, to December 31, 2022

Increase Density along the 140th Ave NE Corridor from Spring District to Redmond

As part of the Golden Triangle between the Bel-Red/Spring District Sound Transit Expansion (Bellevue), Microsoft Campus (Redmond), and Google Expansion (Kirkland) the NE Corner of Bellevue is prime for higher density, especially considering that much of it is at R-1.

While the 132nd Ave NE corridor along Bridle Trails State Park should be preserved, the 140th Ave NE Corridor should be zoned to a higher density to accommodate the additional housing demands put upon the city of Bellevue and the greater Seattle area and as outlined by the Growth Management Act.

The 140th Ave NE corridor is perfect for this higher density. Not only does it feed into the Spring District and Sound Transit Regional Transportation lines and stations, but on the north end of 140th, precedent has already been established by 60-01 Condominium project which ranges from 2 story townhomes to 3 story woody walkups to 5-6 story apartment buildings.

Unless we want to continue with sprawl, the height restrictions also need to be modified to allow greater density along this corridor while still keeping the green, open space and woody feel.

Aerial-Greater Eastside



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Date: 10/28/2021

Notes:



King County



City of
Bellevue
City Manager

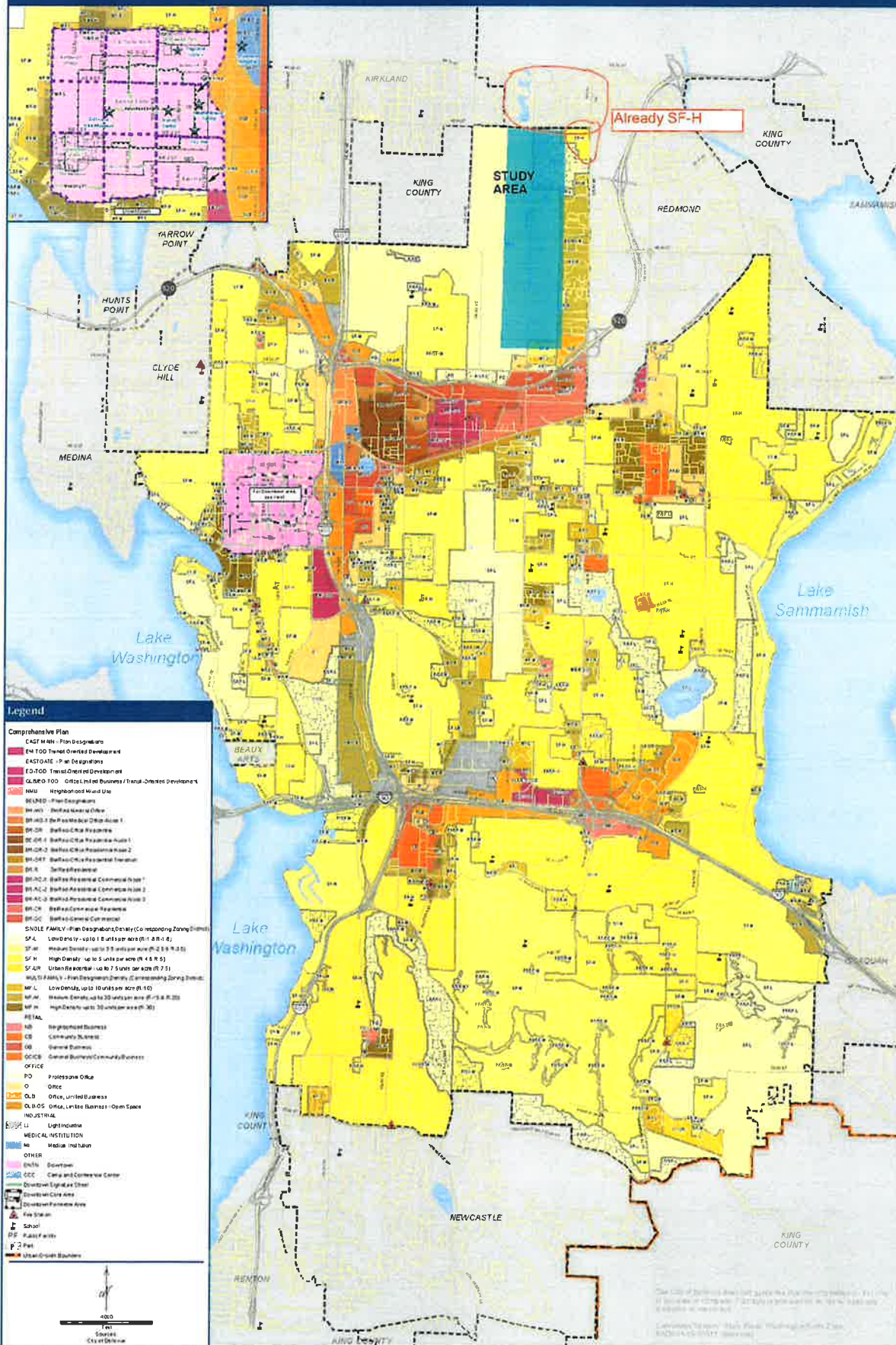
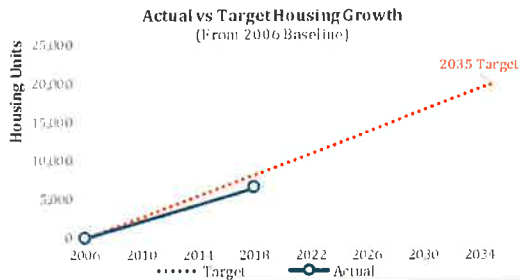


EXHIBIT-LOST DEVELOPMENT CAPACITY -SOUND TRANSIT LIGHT RAIL MAINTENANCE & STORAGE YARD

INTERNATIONAL PAPER SITE ASSEMBLAGE							
ADDRESS	PARCEL #	OWNER	SIZE (ACRES)	SIZE (SF)	ZONE	FAR POTENTIAL	POTENTIAL DEVELOPMENT (SF)
1899 120TH AVE NE	2825059182	INTERNATIONAL PAPER	10.50	457,380	BR-OR-2	4.00	1,829,520
1533 120TH AVE NE	1099100011	BARRIER AUDI	3.70	161,172	BR-OR-2	4.00	644,688
	1099100104	CITY OF BELLEVUE/ROW	1.08	47,045	BR-OR-2	4.00	188,179
	2825059070	BARRIER AUDI	3.42	148,975	BR-OR-2	4.00	595,901
1917 120TH AVE NE	2825059294	JTN PROPS	1.67	72,745	BR-R	2.00	145,490
	2825059326	CPSRTA	1.92	83,635	BR-OR-2	4.00	334,541
		LEGACY KELSEY					
2019 120TH AVE NE	2825059213	CREEK LLC	3.22	140,263	BR-R	2.00	280,526
2045 120TH AVE NE	2825059218	PBI INTERPRISES LLC	2.10	91,476	BR-R	2.00	182,952
		MD INVESTMENTS II					
2035 120TH AVE NE	2825059156	LLC	1.55	67,518	BR-R	2.00	135,036
		BELLEVUE TRADE					
2023 120TH AVE NE	2825059307	CENTER LLC	2.20	95,832	BR-R	2.00	191,664
			31.36	1,366,042			
TOTAL POTENTIAL DEVELOPMENT (SF)							4,528,498

City of Bellevue

Housing Growth and Residential Development Trends



Bellevue Housing Growth Target: 2006-2035		20,056
2006 Estimated Housing Units		55,107
2018 Estimated Housing Units		61,698
Estimated Housing Growth		6,591
Remaining 2035 Target		13,465

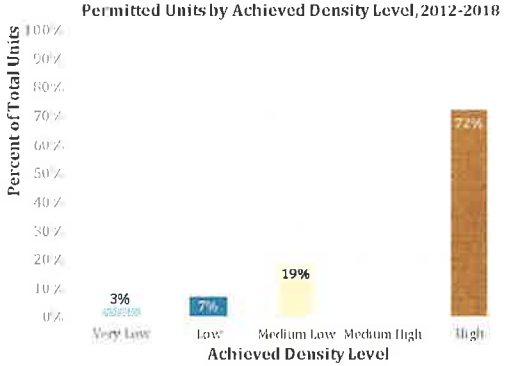
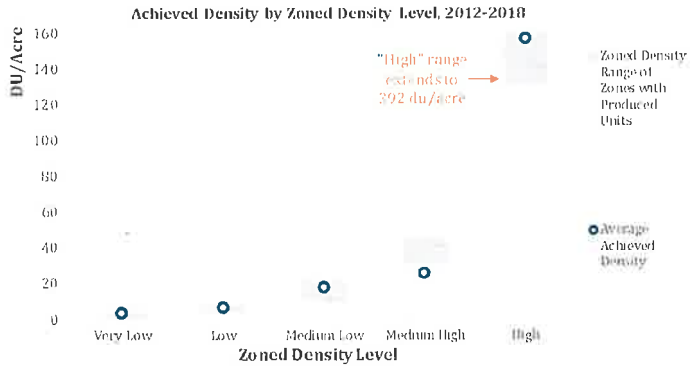
% of Pace Needed to Achieve 2035 Housing Growth Target	Average Annual 2006-2018 Growth Rate	2018-2035 Avg. Annual Growth Needed to Meet 2035 Target
79.4%	0.95%	1.17%

Since 2006, Bellevue has grown at 79% of the pace needed to achieve its 2035 housing growth target of 20,056 units. During this period, the total number of housing units in Bellevue grew by roughly 12%. At this current rate, Bellevue is under the production pace needed to meet its 2035 growth target, and needs to grow at an annual rate of 1.2% to reach its remaining target by 2035.

Residential Achieved Densities

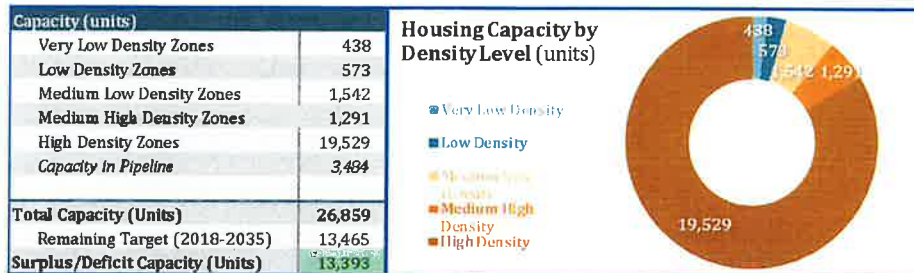
Zoned Density (du/acre)	Gross Area (acres)	Critical Areas (acres)	Public Purpose (acres)	ROWs (acres)	Net Area (acres)	Total Units	Achieved Density (DU/acre)
Very Low	0 - 4 du/acre	67.1	10.3	0.9	1.1	54.7	120
Low	4 - 10 du/acre	41.0	2.3	0.7	3.3	34.7	186
Medium Low	10 - 24 du/acre	7.1	2.4	0.0	0.0	4.7	76
Medium High	24 - 48 du/acre	64.9	0.9	0.0	0.0	63.9	1,560
High	48 & up du/acre	14.6	0.0	0.0	0.0	14.6	2,278
Total		194.7	15.9	1.7	4.4	172.7	4,220

Achieved Density Level	Net Area (acres)	Total Units
Very Low	54.7	120
Low	39.3	277
Medium Low	36.5	784
Medium High	0.0	0
High	22.1	3,039
Total		172.7



Bellevue - Residential Land Supply and Capacity

Assumed Density Level		Gross Acres	Critical Areas	Infrastructure Constrained Area	ROW & Public Purpose Discount	Market Factor (low/high)	Net Available Acres	Assumed Densities (low/high - units/acres)	Net Capacity (units)
Very Low Density	Land Supply	0.00	0.00	0.00	0.00	0.0% - 10.0%	243.98	0.8 / 3.4	438
Low Density	Land Supply	0.00	0.00	0.00	0.00	10.0% - 10.0%	137.65	4.1 / 6.6	573
Medium Low Density	Land Supply	0.00	0.00	0.00	0.00	0.0% - 10.0%	338.40	10.0 / 22.4	1,542
Medium High Density	Land Supply	0.00	0.00	0.00	0.00	10.0% - 15.0%	152.19	30.0 / 44.8	1,291
High Density	Land Supply	0.00	0.00	0.00	0.00	0.0% - 10.0%	318.06	53.9 / 303.0	19,529
All Zones	Total	0.00	0.00	0.00	0.00		1,190.28		23,375



Note: Bellevue zone density is largely based on BAK. For the zones, a dwelling/unit per acre equivalent was calculated to categorize zone density level. Additionally, the development density/intensity of parcels with critical areas and their buffers as identified in Bellevue's Land Use Code section [20.251.035](#) was calculated using Bellevue's development density/intensity formula specified in [LUC 20.251.45](#). This net acreage was carried forward when determining net vacant and redevelopable land.

Exhibit 24. Employment Growth Compared to Targets, 2006-2018

City	2006 Total Jobs	2006-2035 Jobs Target	2006-2018 Jobs Growth	2018 Total Jobs	% of Jobs Target Pace	Remaining 2035 Target	Annual Growth to Achieve 2035 Target
Metropolitan Cities							
Bellevue	120,494	61,480	22,529	143,023	89%	38,951	1.6%
Seattle	498,931	170,172	123,190	622,121	175%	46,982	0.4%
Subtotal	619,425	231,652	145,719	765,144	152%	85,933	0.7%
Core Cities							
Auburn	38,252	22,446	5,518	43,770	59%	16,928	2.3%
Bothell	11,757	5,800	5,023	16,780	209%	777	0.3%
Burien	13,371	5,754	(26)	13,345	-1%	5,754	2.5%
Federal Way	31,616	14,268	(468)	31,148	-8%	14,268	2.7%
Kent	63,299	15,405	9,061	72,360	142%	6,344	0.5%
Kirkland	36,698	24,186	12,582	49,280	126%	11,604	1.4%
Redmond	81,207	26,680	11,967	93,174	108%	14,713	0.9%
Renton	53,431	33,640	12,720	66,151	91%	20,920	1.9%
SeaTac	29,585	29,348	4,937	34,522	41%	24,411	4.2%
Tukwila	44,345	20,358	621	44,966	7%	19,737	2.6%
Subtotal	403,561	197,884	61,935	465,496	76%	135,455	1.7%
Large Cities							
Des Moines	6,206	5,800	859	7,065	36%	4,941	4.1%
Issaquah	18,889	23,200	8,950	27,839	93%	14,250	3.0%
Kenmore	5,062	3,480	(1,050)	4,012	-73%	3,480	5.1%
Maple Valley	3,297	2,320	893	4,190	93%	1,427	2.0%
Mercer Island	7,453	1,160	292	7,745	61%	868	0.7%
Sammamish	6,199	2,088	1,987	8,186	230%	101	0.1%
Shoreline	17,411	5,800	487	17,898	20%	5,313	1.7%
Woodinville	11,876	5,800	643	12,519	27%	5,157	2.4%
Subtotal	76,393	49,648	13,061	89,454	64%	35,537	2.3%
Small Cities							
Algona	1,879	244	263	2,142	261%	-	Met Target
Beaux Arts Village	13	4	9	22	595%	-	Met Target
Black Diamond	458	1,218	57	515	11%	1,161	13.3%
Carnation	871	429	15	886	8%	414	2.7%
Clyde Hill	713	-	(79)	634	N/A	N/A	N/A
Covington	3,528	1,531	1,485	5,013	234%	46	0.1%
Duvall	1,182	974	301	1,483	75%	673	2.7%
Enumclaw	4,960	853	96	5,056	27%	757	0.9%
Hunts Point	51	-	13	64	N/A	N/A	N/A
Lake Forest Park	1,612	244	165	1,777	164%	79	0.3%
Medina	409	-	110	519	N/A	N/A	N/A
Milton	22	186	98	120	128%	88	4.3%
Newcastle	1,736	853	891	2,627	253%	-	Met Target
Normandy Park	773	75	161	934	516%	-	Met Target
North Bend	2,707	1,218	590	3,297	117%	628	1.1%
Pacific	1,443	429	(609)	834	-343%	429	3.0%
Skykomish	64	-	12	76	N/A	N/A	N/A
Snoqualmie	2,004	1,218	3,684	5,688	731%	-	Met Target
Yarrow Point	109	-	(49)	60	N/A	N/A	N/A
Subtotal	24,534	9,475	7,213	31,747	184%	4,275	0.8%
Urban Unincorporated							
Urban Unincorporated	12,843	7,900	3,557	16,400	109%	4,343	1.6%
Subtotal	12,843	7,900	3,557	16,400	109%	4,343	1.6%
Urban King County	1,136,756	496,559	231,485	1,368,241	113%	265,074	1.1%

Source: King County 2021 EIS/FSRC, 2020.

Percent of Target Pace



Recommended Actions to Implement the Climate Change Related Provisions of HB 1099 in Local Comprehensive Plans

by People for Climate Action

Introduction

This is a partial breakdown of HB 1099, which is entitled: “Improving the state's climate response through updates to the state's comprehensive planning framework”. This breakdown of the bill is targeted at cities in King County, and it intends to show how local jurisdictions could change their Comprehensive Plan in order to comply with the provision of that bill. The joint House/Senate conference committee report that was approved by the Senate on March 10, 2022 is the basis for this breakdown. The 2022 legislative session ended before the House was able to vote on the conference committee report. A complete Legislative History of 1099 is available on wa.leg.gov.

HB 1099 has 18 sections, most of which alter RCW 36.70A --Growth Management –Planning by selected counties and cities. This is not an exhaustive analysis of 1099; some parts of the bill are not covered. For example, the following aspects are not included: the bill requires the state to develop guidelines and provide funding to jurisdictions to help them comply with its provisions; it allows cities to establish zones that could provide them revenue; it has provisions that deal with shoreline management; and, it has provisions that do not deal directly with climate change.

Some areas of 1099 call for reductions in greenhouse gas emissions or vehicle miles of travel, but do not give specific targets. PCA recommends the following goals which are from the King County-Cities Climate Collaboration (K4C) website:

- In 2014, King County and twelve of its cities signed an agreement to collaborate on reducing their greenhouse gas emissions by 25% by 2020, then 50% by 2030, and 80% by 2050.
- Increase transit service and mobility with a goal of reducing countywide driving per capita by 20% by 2030 and 50% by 2050, compared to 2017 levels, understanding that different areas of the county have varying levels of transit access

Actions to be taken to change Comprehensive Plans

HB 1099 Section: 1 Modifies RCW 36.70A.020 -Planning goals

Action: Include these goals in the plan:

1. Transportation: include reductions in greenhouse gas emissions (GHGE) and per capita vehicle miles traveled (VMT).
2. Climate change and resiliency: “Ensure that Comprehensive Plans...adapt to and mitigate the effects of a changing climate, support reductions in greenhouse gas emissions and per capita vehicle miles traveled, prepare for climate impact scenarios, foster resiliency to climate impacts and natural hazards, protect and enhance environmental, economic, and human health and safety, and advance environmental justice.”

HB 1099 Section: 3 Modifies RCW 36.70A.070 Comprehensive Plans-Mandatory elements.

A. Make these modifications to the Land Use and Transportation elements:

1. Land Use

Addition 1: “The land use element must give special consideration to achieving environmental justice in its goals and policies, including efforts to avoid creating or worsening environmental health disparities.”

Addition 2. “...reduce per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state.”

Addition 3. “The land use element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include, but are not limited to, reducing residential development pressure in the wildland urban interface area, creating open space buffers between human development and wildfire-prone landscapes, and protecting existing residential development through community wildfire preparedness and fire adaptation measures.”

2. Transportation

Addition 1: Complete and provide an inventory of active transportation facilities (local and state owned).

Addition 2: Add a level of service standard for transit to the Transportation Element.

Change 1: Replace Forecast of traffic with forecast of “multimodal transportation and needs within cities and urban growth areas, and forecasts of traffic demand and needs outside of cities and urban growth areas...”

Change 2: Replace “information on the location, timing, and capacity needs of future growth” with “inform the development of a transportation element that balances transportation system safety and convenience to accommodate all users of the transportation system to safely, reliably, and efficiently provide access and mobility to people and goods;”

Addition 3: “Local system needs should reflect the regional transportation system, local goals, and strive to equitably implement the multimodal network;”

Change 3: In various places “non-motorized” transportation is changed to “active” transportation.

Addition 4: In the area that requires concurrency add “If it is possible to provide for the transportation needs of a development through active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or other transportation systems management strategies funded by the development, a development approval may not be denied because it fails to meet traffic level of service standards.”

B. Add a new Climate Change and Resiliency Element with the following attributes.

1. It is designed to result in reductions in overall greenhouse gas emissions. [PCA recommends the K4C goals].
2. It enhances resiliency to avoid the adverse impacts of climate change.
3. It includes efforts to reduce localized greenhouse gas emissions and avoid creating or worsening localized climate impacts to vulnerable populations and overburdened communities;
4. It has a **greenhouse gas emissions reduction subelement** where the following statements apply:

- a. The greenhouse gas emissions reduction subelement of the comprehensive plan, and its related development regulations, must identify the actions the jurisdiction will take during the planning cycle that will:
 - i. result in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state;
 - ii. result in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state; and,
 - iii. prioritize reductions in overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice consistent with chapter 70A.02 RCW.
 - b. A jurisdiction may not restrict population growth or limit population allocation in order to achieve the requirements.
 - c. City planning under RCW 36.70A.040 may be considered to be consistent with the guidelines of this subsection if:
 - (1) The jurisdiction authorizes the development of no fewer than four residential units on all lots zoned for residential use within one-quarter mile of a major transit stop; or
 - (2) The jurisdiction alters local zoning to allow for an average minimum net density equivalent to no less than 33 dwelling units per acre within one-quarter mile of a major transit stop.
 - d. Nothing in this subsection prohibits the authorization of the development of single-family residences.
5. It has a **resiliency subelement** that must equitably enhance resiliency to, and avoid or substantially reduce the adverse impacts of, climate change in human communities and ecological systems through goals, policies, and programs consistent with the best available science and scientifically credible climate projections and impact scenarios that moderate or avoid harm, enhance the resiliency of natural and human systems, and enhance beneficial opportunities.

The resiliency subelement must prioritize actions in overburdened communities as defined in chapter 70A.02 RCW that will disproportionately suffer from compounding environmental impacts and will be most impacted by natural hazards due to climate change.

Specific goals, policies, and programs of the resiliency subelement must include, but are not limited to, those designed to:

- a. Identify, protect, and enhance natural areas to foster resiliency to climate impacts, as well as areas of vital habitat for safe passage and species migration;
- b. Identify, protect, and enhance community resiliency to climate change impacts, including social, economic, and built factors, that support adaptation to climate impacts consistent with environmental justice; and
- c. Address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns.

A natural hazard mitigation plan or similar plan that is guided by RCW 36.70A.020(14), that prioritizes actions in overburdened communities as defined in RCW 70A.02.010, and that complies with the applicable requirements of this chapter, including the requirements set forth in this subsection, may be adopted by reference to satisfy these requirements, except that to the extent any of the substantive requirements of this subsection are not addressed, or are inadequately addressed, in the referenced natural hazard mitigation plan, a county or city must supplement the natural hazard mitigation plan accordingly so that the adopted resiliency subelement complies fully with the substantive requirements of this subsection.

If a county or city intends to adopt by reference a federal emergency management agency natural hazard mitigation plan in order to meet all or part of the substantive requirements set forth in this subsection, and the most recently adopted federal emergency Code management agency natural hazard mitigation plan does not comply with the requirements of this subsection, the Department of Commerce may grant the county or city an extension of time in which to submit a natural hazard mitigation plan.

From: [Court Olson](#)
To: [Robinson, Lynne](#); [Nieuwenhuis, Jared](#); [Zahn, Janice](#); [Robertson, Jennifer S.](#); [Barksdale, Jeremy](#); [Lee, Conrad](#); [Stokes, John](#); [Miyake, Brad](#)
Cc: [King, Emil A.](#); [Ewing, Jennifer](#); [PlanningCommission](#); [Gulledge, Kristin](#); [Fehrman, Pamela](#); [Council](#); [Brennan, Mike](#); [LandUseReview](#)
Subject: Comprehensive plan recommendations from 181 residents
Date: Tuesday, May 10, 2022 12:59:04 PM
Attachments: [22-05-09, climate change related nuggets from HB 1099.pdf](#)

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Dear Mayor Robinson, Deputy Mayor Nieuwenhuis, Council Members Zahn, Robertson, Barksdale, Lee and Stokes, and City Manager Miyake:

In recent years with unprecedented heat events, storms, and wildfire smoke we've all come to realize that we can't escape impacts from climate change, even here in Bellevue. The science is clear: both globally and locally we must collectively reduce greenhouse gas emissions 50% by 2030 to avoid a perpetually worsening climate. At this time when Washington cities are required to update their comprehensive plans, it's important to keep that in mind. That's why we're writing to you today.

This spring, the state legislative session ended before an important bill (HB 1099) could be passed. HB 1099 would have given guidelines to cities for the incorporation of climate concerns into their comprehensive planning process. All of our local state legislators voted for the versions circulated in the House and Senate, and the Senate passed the reconciled bill, but time ran out before the House voted on it. Had it passed, HB 1099 would have obligated cities to put key climate elements into their comprehensive plan updates, including the following:

- reduce overall greenhouse gas emissions
- reduce vehicle miles traveled per capita
- advance environmental justice by reducing historical inequities
- implement measures to increase our population's resilience to climate change.

Though the legislature may revisit this bill again in the future, **due to the urgency of the climate situation, there is growing interest from cities to move forward as if HB 1099 were already in effect.** City leaders from Redmond and Bothell have already pledged to incorporate the requirements from HB 1099 into their Comprehensive Plan updates. **Bellevue should do the same.**

We appreciate the efforts that Bellevue has taken to address climate change, and we specifically applaud city staff for already including some climate related elements in the Bellevue comprehensive planning process. That said, Bellevue must do still more to be a leader on climate action, and should, therefore, add even more climate related elements to the city's comprehensive plan. We, the undersigned, urge you to join with other cities to incorporate the policies from HB 1099 into Bellevue's Comprehensive Plan update. To assist the city in doing so, we've attached PCA's summary of the key

elements in HB 1099 that we feel should be addressed in that update.

Signed

Court

Court Olson, PCA Bellevue Steering Committee member, along with the following people:

No.	Last Name	First Name	email address
1	Allen	Ira	qtetira@googlemail.com
2	Allred	Curt	curtallred@live.com
3	Allred	Curtis	c.a.84@outlook.com
4	Amin	Narima	gsbp2015@gmail.com
5	Andrews	Evelyn	evelynaaa@gmail.com
6	Andrews	Tony	910 145th Pl NE, Bellevue
7	Anthonise	Elaine	eanthonise@gmail.com
8	Aschenbach	Hans	hasch57@msn.com
9	Bain	Gail	gailb.bain@gmail.com
10	Baquero	Maria	mlbaquero@mac.com
11	Barnes	William	williambarnesconsulting@gmail.com
12	Barnes	Sharon	thewildtapestry@yahoo.com
13	Bear	Christy	christy2@softbear.com
14	Beffa	Julie	j.e.beffa@gmail.com
15	Bloxham	Gary	garyablox@gmail.com
16	Borbe	Dexter	borbe4bellevue@yahoo.com
17	bowman	bruce	bruceabowman@yahoo.com
18	braun	Barbara	bbraun@live.com
19	Bristol	Janice	janice@bristolcpa.com
20	Bristol	Madison	madison.r.bristol@gmail.com
21	Brooks	Emily	emily@brianandemily.com
22	Brown	Karol	karol@world1law.com
23	Bruno	Paul	pbruno3@comcast.net
24	Christopher	Victoria	s-christopherv@bsd405.org
25	Church	Elliott	echurchitup@gmail.com
26	Copes	Raymond	bordercolliersar@comcast.net
27	Crockett`	Elizabeth	elizcrockett@yahoo.com
28	Demlow	Sue	sue.dehmlow@comcast.net

29	Donoso	John	john.donoso@gmail.com
30	Doyle	Rachel	karpf.rachel@gmail.com
31	Doyle	Rachel	karpf.rachel@gmail.com
32	Durenberger	Ingrid	dwdurenberger@gmail.com
33	Ellis	Marion	campiebz@comcast.net
34	Elsbree	John	john@elsbree.org
35	English	Khaiersta	kenglish@trees4livability.org
36	Esayan	Karen	kesayan@aol.com
37	Fantle	Dena	fantle@comcast.net
38	Fantle	Steve	sfantle101@comcast.net
39	Fesler	Stephen	safesler@gmail.com
40	Finn Bear	Christy	christy@pdpsolutions.com
41	Floss	Hanna	hanna.floss@gmail.com
42	Fouche	Sally	sallyfouche@yahoo.com
43	Fraser	Elvis	elvisfras@gmail.com
44	Friedly	Janna	friedlyj@hotmail.com
45	Fulop	James	jameslynnfulop@gmail.com
46	Funk	Steve	xfunk@comcast.net
47	Galloway	Kristina	charmedyug@gmail.com
48	Gardner	Lara	hurtpiggypig@gmail.com
49	Garmanian	Martha	mgarmanian@msn.com
50	geller	leslie	leslieegeller@gmail.com
51	Getzinger	Tom	tomget@hotmail.com
52	Grace	Sandy	Sandybillgrace@comcast.net
53	Green	Robert	rgreen107@gmail.com
54	Grein	Randy	rgrein@mac.com
55	Gunn	Clarence	clarencegunn76@gmail.com
56	Hall	Shelly	roghallfam@gmail.com
57	Hanson	Gwen	gs_hanson@yahoo.com

58	Hay	Tim	pigpoppy@rocketmail.com
59	Henry	Mike	mikehenry6@comcast.net
60	Herbst	Michael	michaelh169@outlook.com
61	Hevia	Anthony	anthonyhevia@protonmail.com
62	Hill	Ryam	ryamhill@outlook.com
63	Howes	Alison	alichowes@gmail.com
64	Hsieh	Victoria	artemisvicky@gmail.com
65	Hughes	Barbara	barbara_hughes@hotmail.com
66	Hunter	Trish	thunter230@gmail.com
67	Jaglois	Mike	mjaglois@gmail.com
68	Jaquette	Leslee	lesleejaquette3@gmail.com
69	Jordan	Lassie	purplelassie48@gmail.com
70	Jorstad	Caroline	Carolinejorstad@gmail.com
71	Kaplan	Oolaa	footworkxox@yahoo.com
72	Karlson	Amy	akkarlson@gmail.com
73	Karmel	Solomon	solomonkarmel@hotmail.com
74	Karmel	Paul	paulkarmel@outlook.com
75	Keller	Jan	jankeller3@gmail.com
76	Kelley	Heather	hbkelley@me.com
77	Knoepfler	Gayle	gaylekn@msn.com
78	Kraft	Lori	lkraft7142@gmail.com
79	Kraft	Robert	robertkraft9147@gmail.com
80	Krishna	Meera	meerakrishna@live.com
81	Lai	Christina	laic2000@uw.edu
82	LaMonte	Becky	bjlamonte@comcast.net
83	Lange	Steve	steve8888@msn.com
84	Larimer	Micki	mickilarimer@gmail.com
85	Lee	Dominic Minho	dominic.lee2077@gmail.com
86	Lemmer	Luanne	luannelemmer@gmail.com

87	Levenson	Carol	clj617@comcast.net
88	Levy	Arlen	arlenlevy@gmail.com
89	Lipscomb	Ruth	ruthlipscomb@comcast.net
90	Liv?	Marin?	marrenliv@q.net
91	Lucas	Jeremy	jeremy.lucas79@gmail.com
92	Lu-Porter	Li	liluport@hotmail.com
93	Magai	Donald	d.magai@comcast.net
94	Malone	Jacqueline	jbmalone58@live.com
95	Mandal	Priyanka	priyanka.khushi23@gmail.com
96	Marks	Chris	chrismarks4@gmail.com
97	Marks	William	whmarks@gmail.com
98	Marsh	Don	don.m.marsh@gmail.com
99	Marshall	Peter	psmarshall@comcast.net
100	Mathis	Ray	mraymathis@gmail.com
101	Mayers	Marilyn	mayersmarilyn@gmail.com
102	McCormick	Andrew	andy_mcc@hotmail.com
103	McIntyre	Mel	mcintyremj@comcast.net
104	McIntyre	Janet	mcintyremj@comcast.net
105	Medley	Janis	jpmedley@mac.com
106	Merril	John	john@merrillimages.com
107	Mest?	Marissa?	marisamest19@live.com
108	Meyer	Marlene	4mjmeyer@gmail.com
109	Moen	Joyce	dandjmoen02@msn.com
110	Molan	Michelle	mmolan58@gmail.com
111	Moon	Andy	msoohyun88@gmail.com
112	Mousseau	Benjamin	benjmo@outlook.com
113	Nellist	Donna	donna.nellist1@gmail.com
114	Norelius	Mark	mnoro2@mac.com
115	Norton	Rayma	rayma.norton@gmail.com

116	Olson	Court	court.olson@yahoo.com
117	Orlowska-Emadi	Eva	btdweller89@gmail.com
118	Ortiz	Miguel	miguelortiziii@gmail.com
119	Oshea	Cathy	cathy_oshea@yahoo.com
120	Paige	Janet	rjpaige@comcast.net
121	Pardoe	Andrew	ap@uw.edu
122	Parmacek	Brett	Brettpa@gmail.com
123	Parrish	Linda	time2createthechange@gmail.com
124	Pestana	Steven	stevexe@gmail.com
125	Peterson	H.W.	hwpeterson3@gmail.com
126	Plummer	David	pdf3@comcast.net
127	Pohl	Ken	kwpohl@hotmail.com
128	Pohl	Constance	connie_pohl@hotmail.com
129	Pomeroy	Charles	charlespomeroy@frontier.com
130	Pomeroy	Susan	susanlpomeroy@frontier.com
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133	Randels	Christopher	cr.randels@gmail.com
134	Rcjon	Rcjon?	rcjon@yahoo.com
135	Reha	Jan	janreha@outlook.com
136	Reich	Carol	careich@hotmail.com
137	Reich	Carol	careich@hotmail.com
138	Reid	Carolyn	garcar@gmail.com
139	Ridgeway	Rawlee	rridge1040@comcast.net
140	Rodgers	Henry	6henry6.r@gmail.com
141	Rubinelli	Camille	crubinelli@yahoo.com
142	Saaris	Gary	garcar@gmail.com
143	Schroeder	Judy	jschroeder42@q.com
144	Schwager	John	john@schwager.org

145	Sieveke	Susan	karel_39@live.com
146	silesky	jeff	jeff@silesky.net
147	Simonen	Kate	kate.simonen@gmail.com
148	Sing	Gavin	gsing83@gmail.com
149	Smets	Martine	martine_smets@hotmail.com
150	Stevens	April	aprilstevens3@icloud.com
151	Stoynov	Hirsto	hstoynov@bellevuecollege.edu
152	Straub	Emma	emmastraub@mail.com
153	Su	Ruipeng	ruipengsu@outlook.com
154	Sunada	Marc	msun@seanet.com
155	Swanson	Kierstin	kierstinswanson@live.com
156	Swenson	Keith	keithgs25@gmail.com
157	Thiel	Jeff	jeff.r.thiel@outlook.com
158	Thompson	John	jthomp1945@aol.com
159	Thorpe	John	jwthorpe@sbcglobal.net
160	Thunemann	Faith	Faiththunemann@outlook.com
161	Torres-Dawson	Brandon	Brandontorresdawson2020@gmail.com
162	Treece	Linda	ljtreece@comcast.net
163	Turner	Joyce	jyogaturner@gmail.com
164	Vispute	Smita	smita@elocus.org
165	Voetberg	Claire	cjvoetberg@outlook.com
166	Voetberg	Maxine	mvoetberg@outlook.com
167	Vulovic	Vladimir	mayersmarilyn@gmail.com
168	Waltman	Claire	cwaltman1@gmail.com
169	Waters	Leslie	peacewoman2@comcast.net
170	Watkins	Gerald	ajbiking@gmail.com
171	Watts	Ted	ctedwatts@gmail.com
172	Wear	Karen	klwear313@gmail.com
173	Weber	Lisa	lisaweber99@outlook.com

174	Weir	Kristi	khweir@hotmail.com
175	Westre	Willard	wwestre@hotmail.com
176	Wiesinger	Kira	kirawiesinger@berkeley.edu
177	Wiesinger	Kira	wiesingerkt@gmail.com
178	Williams	Mary	sunshineray1960@yahoo.com
179	Woolsey	Sara	sarawoolsey@comcast.net
180	Woolsey	Thomas	ted_woolsey@hotmail.com
181	Yap	Ryan	s-yapr@bsd405.org

Johnson, Thara

From: cr.randels@gmail.com
Sent: Wednesday, July 13, 2022 2:12 PM
To: PlanningCommission
Subject: Written Comments re: Planning Commission 7/13

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Hello Planning Commissioners, Councilmember Robertson, and staff,

I'm writing as a private citizen regarding the commission's discussion this evening of the Comprehensive Plan Update process. I want to express my strong support for staff's recommended growth framework concept and suggest a minor amendment which would help Bellevue meet the unique moment we find ourselves in with the urgency needed around residential growth.

As your body knows, Bellevue's PSRC targets for 2044 have been set at an additional 70,000 jobs and 35,000 housing units. This 2:1 ratio of new jobs to new housing units has been repeatedly billed by staff and Councilmembers as an "equitable" balance in housing and jobs, and it certainly helps the city move in the right direction. According to 2018 statistics, Bellevue's total number of jobs was 143,023 and total housing units were 61,698. This represents a current jobs to housing ratio of approximately **2.32**. I will allow that these numbers are likely no longer accurate given that they are four years old; however, given Bellevue's significant growth in jobs through announcements of tech giants Amazon & Meta, it's reasonable to assume that this ratio has only increased with time.

Using the 2018 figures as a starting point and assuming the city perfectly meets its housing & job growth targets set by the PSRC, the city would have approximately 213,000 jobs and 97,000 housing units in 2044, which represents a total jobs to housing ratio of **2.20**. I ask commissioners to think about what this means in concrete, real terms: since the overwhelming majority of households have at most two wage-earners (and some only have one, or none at all), this ratio "locks in" the reality that people will need to commute from outside the city to access employment. This lack of sufficient housing for people who work here is not a good outcome for equity, for the climate, and for general human well-being. Indeed, [cities with higher jobs to housing ratios have been shown to be more expensive](#), and the current growth targets do not go far enough in addressing this issue in Bellevue.

I appreciate that it has been offhandedly mentioned by several Councilmembers (including I believe Councilmember Robertson) that Bellevue may actually exceed its planned housing targets, especially since it has been frequently noted that we are likely to exceed our expected jobs growth target. I also appreciate that staff's proposal this evening includes a recommendation to scope for a range of additional zoning capacity, from 8,000 units (to cover the current deficit between PSRC capacity and remaining zoning capacity in the city; $35,000 - 27,000 = 8,000$) to 43,000 units (representing a doubling of the residential growth target from 35,000 to 70,000 units). This scope setting stage is crucially important, because it is my understanding that the city will only be able to explore alternatives that end up being scoped by staff. Therefore, I am excited by the prospect for the scoping of an additional increased zoning capacity of 43,000 units, but would like to again calculate what this means in real terms for the city.

With an additional 35,000 units beyond the PSRC targets (a growth of 70,000 housing units in total), the city would be at a jobs to housing ratio in 2044 of **1.62** ($213,023 / 131698$). This is substantially better than the current plan, but it still falls short of what I feel the city should be aiming for. If we want a future where people who work in Bellevue are able to live in Bellevue (if they so choose), we need a jobs to housing balance that reflects how some households have one wage-earner, some have two, and some none at all. Therefore, I encourage staff to instead scope for growth figures that would achieve an expected jobs to housing ratio of **1.50**. By my calculations, that would require scoping for an additional

zoning capacity of 53,000 units beyond what the city is currently zoned for (rounded down for efficiency). This would represent a modest increase from the current staff proposal but would bring the jobs to housing balance more in line with what a successful, affordable metropolis should be.

I provide this recommendation with the understanding that just because the city were to conduct scoping for this scenario does not mean that it will be the ultimate growth scenario adopted during the Comp Plan process. I look forward to robust discussion in the coming months on the city's proposed growth alternatives and will certainly continue my engagement at those junctures. However, given my previous notes on how scoping sets the stage for what is possible, I think this is the appropriate time to go bold in our work and acquire more data so we can make more well-informed decisions down the line.

I appreciate the work that each of you does in serving your city!

Best,

Chris Randels
2501 148th Ave SE, Apt C5
Bellevue, WA 98007

**Davis Investors and Management, LLC
Cristina Dugoni
6619 132nd Ave NE PMB #270
Kirkland, WA 98033**

August 17, 2022

RE: City of Bellevue Comprehensive Plan – Land Use Code Revisions for the
“140th Ave NE Corridor”

Dear Mr. Kattermann,

Thank you for meeting with me last month. I apologize for the delay in following up, but now I would like to circle back to continue our discussions.

From our meeting, as well as other meetings with City of Bellevue officials and staff members, we understand that the City has a stated goal to provide more housing for a variety of types of residents. This goal, as well as retaining open spaces, has also been expressed during public meetings as a major concern of the City’s residents.

While our Overlake Farm, 30/40-acre parcel, within this 140th Ave NE Corridor (“Corridor”) is the single largest undeveloped parcel in all of Bellevue, there is additional opportunity for the City by considering a land use change for this entire Corridor. (See attached map for the proposed definition of the 140th Ave NE Corridor.)

We are proposing a Comprehensive Plan Amendment and Land Use code change which would provide more density along the 140th Ave NE Corridor, in the NE corner of Bellevue.

The Opportunity: Most of the land in this 400+ acre Corridor is currently zoned R.1, which historically is the least dense possible residential zoning category. With a Land Use code change through the upcoming Comprehensive Plan Amendment process, the City could generate denser development which would then provide desired additional housing;

The Challenge: There are several provisions within the zoning code language which currently limits development. With the following code changes, additional housing and density and housing varieties could become more feasible.

1. Density allowed within R-zones: While the R-zones have historically been meant to create low density residential neighborhoods, we believe that it is possible to increase density within residentially zoned areas, while retaining the neighborhood feel and the open spaces which Bellevue residents' desire.
 - a. The 140th Corridor is zoned R-1, with the potential for being rezoned to R1.8 per the terms of the existing Comprehensive Plan. However, these density levels significantly restrict the ability to provide alternative forms of housing in clustered settings. For example, Senior Housing and middle-income family housing would only be feasible if the zoning was increased to allow more homes per acre.
 - b. A denser zoning of R-10 to R15 could generate desirable multi-family housing. Precedent is already set for this with the following:
 - i. Immediately north on 140th Ave NE, just across the city boundary into Redmond, the "Sixty-01" apartment complex was developed under a R-6 to R-12 zoning. This development consists of townhomes and 5 story apartment buildings;
 - ii. To the east of 140th, in the NE corner of the Bellevue Municipal Golf Course, is a residential neighborhood zoned R-5. South and East of Bellevue Municipal Golf Course, along 148 is all ready zoned MF-M.
 - iii. To the west, the core of the Bridle Trails neighborhood, is buffered by 20 acres of R-1 - namely, our 20-acre Overlake Farm. The significant topography of our site functionally shields the Bridle Trails neighborhood from the potentially denser area along the Corridor. Further, we are proposing that the westerly delineation point be PSE's high-transmission lines which sits upgradient to 140th.

2. Height Restrictions in in SF-L and SF-M Zones: To develop any type of meaningful clustered housing it is imperative that the building heights be higher than the current 30-foot limit. If building heights were increased, other building types beyond large single-family homes could be created:
 - 30 Feet (current limit): Any denser development beyond single family homes would be limited to small two-story townhouses.
 - 35 Feet: Typical townhouse development is more feasible at 35 feet due to required roof pitches, or with additional levels if a flat roof is used (as in Kirkland);
 - 40-45 feet: At this height, housing types such as senior housing and low-density multi-family housing would be possible, but restricted.
 - 55 feet: This height limit is optimal for providing multi-family housing which would enable more open space to be retained.
3. How would these changes impact the ability of the Overlake Farm 40-acre parcel to be able to provide more housing and housing options for Bellevue residents? Our current desire is to cluster any new development along the NE corner of our property and along the northernmost end of the 140th Ave Corridor. We anticipate that with a denser zoning designation for our entire 40-acre parcel, we could cluster buildings on the east side while preserving open space and tree canopy elsewhere on the site.
 - a. Current R-1 zoning/30 ft height: Currently, we can potentially build only 32 single family homes, with no preservation of open space.
 - b. R-10 -R-15 zoning / 55 ft height: Low density multifamily zoning (R-10) would be appropriate for this site. Achieving a substantial number of housing units while maintaining open space requires taller buildings than currently permitted in R-10 and R-15 zones in Bellevue.
 - i. City-Wide Provision: Throughout Bellevue, height limits should be increased to 55-60 feet for all R10-R15 zones.

Another policy consideration could be that the 40-acre parcel have buildings four to six stories within 300 feet of the 140th Avenue NE right-of-way. Shorter townhomes and cottages should be constructed on property more than 300 feet from the 140th Avenue NE right-of-way.

Development could seek to combine active senior housing with market rate multifamily housing. This can be accomplished through phased development or through buildings with different purposes in a single-phase development.

Development of the 40-acre parcel should allow density to be transferred on the parcel to preserve open space without the necessity of utilizing the planned unit development process.

We welcome the opportunity to sit down and discuss these proposed changes to the Comp Plan. We believe strongly in the City of Bellevue's desire to expand its housing options and want to work with the City to see its vision realized.

Very truly yours,

Cristina Dugoni

Nesse, Katherine

From: Brod, Brooke
Sent: Friday, September 9, 2022 1:36 PM
To: Johnson, Thara; Nesse, Katherine; Erickson, Elizabeth
Cc: Comp Plan 2044
Subject: FW: Affordable Housing Development Options in Bellevue
Attachments: Photo #2.jpg; Affordable housing vanishes Eastside_Seattle Times_6-4-2015 copy.pdf; AFFORDABLE HOUSING SITE.pdf.JPG



Brooke Brod (*she/her*)

bbrod@bellevuewa.gov | (425) 452-6930 | www.engagingbellevue.com

"It's better to know some of the questions, than all of the answers"
- James Thurber

From: VERNON SCHRAG <dwights30@comcast.net>
Sent: Friday, September 9, 2022 1:20 PM
To: Brod, Brooke <BBrod@bellevuewa.gov>
Cc: King, Emil A. <EAKing@bellevuewa.gov>
Subject: Affordable Housing Development Options in Bellevue

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Dear Brooke, Pass it on. Thanks. CC-Emil King

Two excellent immediate Siting opportunities for Affordable Housing. Discussed with several Mayors but sadly they didn't step up.

Photo #1 below is within two blocks of Mass Transit, Hospital Health Services, Metro, King County Library, Parks, Light Rail and other city amenities essential for people. Easy walk to Bellevue City Hall, PD and Light Rail Station plus Metro Bus Terminal. Empty Parking lot that is never used by WSDOT. Utilities adjacent and underground parking access too.

Photo # 2 is situated next to/part of KCLS & can utilize a small bit of Bellevue Park land; and KidsQuest/Ashwood Park locale so can be integrated into the Ashwood Park Master Plan that is currently funded as priority during 2023 timeframe. ... Metro Bus Service to downtown Mercer Island and Seattle departs hourly from this location (550 Metro Route). Does not require major utility revisions & allows for multi-story benefits.

Both options were presented to two or three Bellevue Mayors but they never did anything to move forward. ...Not even to preliminary Scope Review or initial Planning Department stage??

So weird! Roadblocks in communications maybe?? Or nobody willing to assess?

Planning Commission can't act unless City Planning becomes functional.

Both sites are unique. Services and access to transit hubs are critical for successful Housing into the future. Agreed?

More Sustainable, affordable, permitting ease and meets Vision of Equity/etc/etc.

Go for it. You can do this! Don't let ARCH be your roadblock to progress.

Dwight Schrag
Affordable Housing Advocate
Downtown Bellevue Ashwood Neighborhood

Ask questions. Seek answers and don't be afraid to push for progress. Thanks.





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Real Estate

Affordable housing vanishes as Eastside grows richer



Originally published June 3, 2015 at 9:08 pm Updated June 4, 2015 at 4:30 pm



1 of 5 Ryan Martinez, 10, on his bike, leads his family around the courtyard of their subsidized apartment complex in Kirkland. Ryan's sister, Victoria, 11, is... **More** ▾

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With rents and home prices skyrocketing, low-income housing advocates say the Eastside should be doing more to create affordable housing for its residents.

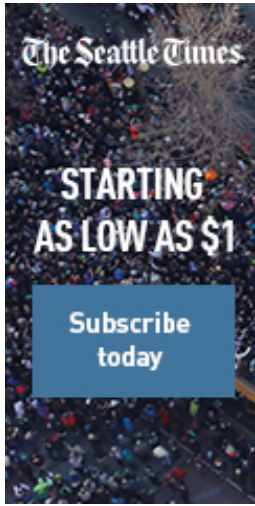
By [Lynn Thompson](#) 

Seattle Times staff reporter

Raymond Martinez was living with his two children in a converted storage unit in the basement of a Kirkland apartment building and paying \$1,200 a month for rent when a small fire started on the hot plate that was his stove. The firefighters told him the unit's two tiny bedrooms lacked windows for escape and didn't meet code.

The 40-year-old widower, who works 50 hours a week at two part-time janitorial jobs,

makes about \$1,600 a month, plus survivor benefits from Social Security. On the increasingly expensive Eastside, where a median-priced two-bedroom apartment in Kirkland rents for \$2,250 a month, according to Zillow, he couldn't find anything he could afford.



“The apartments were so expensive. They wanted an income three times the monthly rent to qualify,” Martinez said.

Eastside housing by the numbers

\$771,795

Average cost of a single-family home in 2014, up from \$388,519 in 2001.

\$352,967

Average cost of a condo in 2014, up from \$200,593 in 2001.

\$1,474

Average monthly rent in 2014, up from \$1,026 in 2001.

Source: Central Puget Sound Real Estate Research Committee

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[King County's median home price up almost 9 percent over year](#)

[House payments burden more older Americans](#)

Through his church, he found a vacancy at a subsidized 65-unit apartment complex with a grassy central courtyard, children's play area and a common room where

residents can hold birthday parties or barbecues. He pays \$1,056 a month for three bedrooms and now shares the rent with his fiancée.

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Plum Court's manager, Gwyn Desimone, said she gets about 10 calls a day asking about vacancies. All of last year, there were three openings.

Housing advocates say efforts on the Eastside to build or preserve more affordable housing aren't keeping up with demand as rents and home prices skyrocket. The average Eastside house now costs almost \$772,000 and the average monthly rent is \$1,500, according to regional estimates.

Fifteen Eastside cities contribute annually to ARCH, A Regional Housing Coalition, a government agency that pools the money and works with affordable-housing providers to build and preserve housing.

But while the Seattle housing levy, a voter-approved property tax dedicated to affordable housing, raises about \$20 million a year, the cities' contributions to the ARCH trust fund totals about \$1.5 million annually, an amount that has remained flat over the past decade.

The Eastside has also fallen behind its own goals to build housing for the lowest-income workers, those who make less than \$44,100, half of the county median household income of \$88,200. The ARCH member cities targeted creation of 445 new units between 1993 and 2012 for low-income residents, but built only 110.

"The problem with ARCH is they get very little resources and few projects get funded. They should be producing 10 times what they're producing," said Sharon Lee, the

director of the Low Income Housing Institute, which builds subsidized housing in King County.



Some Eastside cities have actually reduced their contribution to the ARCH trust fund over the past decade even as housing costs have soared. Sammamish, where almost 74 percent of households earn \$100,000 or more, trimmed its contribution from \$200,000 in 2007 to \$20,000 in 2011, and hasn't increased it since.

Bellevue, the Eastside's largest city and biggest economy, contributed \$824,000 last year, the same amount it gave in 2007.

City leaders in both Bellevue and Sammamish said they'd give more if they were asked.

"We've had a request from ARCH come through every year. We've never said no," said Bellevue Deputy Mayor Kevin Wallace.

Kelly Rider, policy director of the Housing Development Consortium, an advocacy group that includes nonprofit-housing developers in King County as well as local housing authorities and government agencies, notes that the ARCH contribution of most Eastside cities is a tiny fraction of the city's budget.

"ARCH's governing board is the cities," she said. "They set the budget expectations."



Rider and other housing advocates say they'd like to see the Eastside come up with a dedicated funding source for affordable housing. It could be a regional-housing levy like Seattle's. Or officials might consider options being discussed by a Seattle task force, such as a real-estate excise tax dedicated to affordable housing or a fee paid by commercial-property builders toward affordable housing.

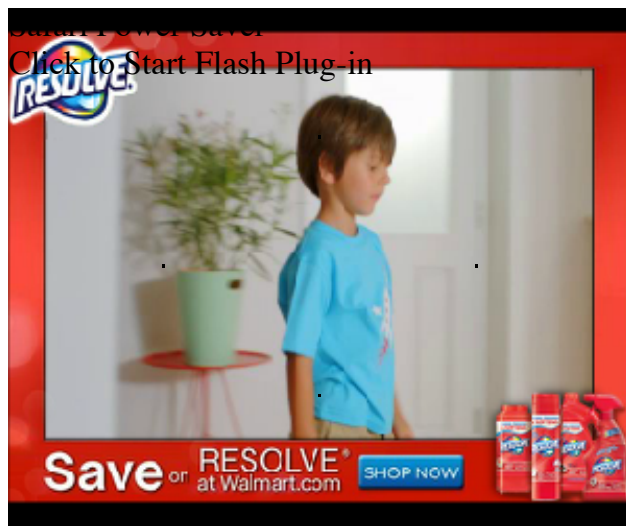
"We like to see the cities recommit to increasing the ARCH contribution," Rider said.

No one says it will be easy. Seattle's task force was announced in September and last month was granted an extension until the end of June to complete its recommendations.

David Wertheimer, who works on housing and homelessness for the Bill & Melinda Gates Foundation and is the task force's co-chairman, said the issues are "remarkably complex," particularly in a market where land values are high and nonprofit affordable-housing providers must compete with private developers for land and aging buildings slated for demolition or expensive upgrades with commensurate rent hikes.

But the need, he said, is also great. "We're losing affordable housing to development, to rent increases, to expiring multifamily tax exemptions," he said.

Arthur Sullivan, ARCH's program manager, said Eastside cities should get credit for supporting and funding a coordinated effort to build and preserve affordable housing through ARCH. Around the country, he said, it's very uncommon for suburbs, particularly affluent ones, to actively support low-income housing.



Sullivan said many of the cities have adopted different land-use strategies to create incentives for affordable housing. Redmond, for example, requires that 10 percent of units in new residential developments — both single-family homes and multifamily projects of 10 or more — be affordable for those making 80 percent of the county's average median household income.

It's required in most neighborhoods across Redmond. That's made it predictable for developers and means housing isn't concentrated in any one neighborhood, he said.

Sammamish, Issaquah, Newcastle, Kirkland and Kenmore also require affordable units in new construction in some neighborhoods. And Kirkland and Redmond have allowed microhousing, sometimes known as aPodments, which may be as small as 150 square feet, but rent for a relatively affordable \$600 to \$750 a month each.

Sullivan said those strategies have been relatively effective in creating new units for moderate-income households, those making above \$44,100 a year. But for low-income residents, ARCH has met just 20 percent of its housing goals.

Sullivan noted that city revenues took a hit during the recession. Mayors and councils were challenged to maintain essential services such as police, fire, roads and parks. And with the cities also funding salaries and operations for the five-person ARCH staff, Sullivan is reluctant to criticize any whose general fund contribution has declined.

He noted that Sammamish and Redmond, for example, have donated land in addition to their financial contributions.



City leaders say they support ARCH and its goals to provide more affordable housing.

Bellevue this year added housing to its list of City Council priorities and has asked staff to draft a plan to achieve more affordable housing for a range of income levels, said Planning Director Dan Stroh.

Councilmember Lynne Robinson said city leaders don't want the cost of housing to put the city out-of-reach for its workers.

"We would love to see our teachers, police, firefighters and clergy who work here be able to live here as well," Robinson said.

Bellevue leaders are also looking ahead to light-rail service opening in 2023 and say they plan to include affordable housing around the future stations.

But affordable-housing providers say it's increasingly hard to compete with private developers for land and existing properties.



Plum Court, the affordable, garden-style apartment complex in Kirkland, was up for sale in 2002 when it was purchased by DASH, the Downtown Action to Save Housing nonprofit, for \$7.2 million.

The nonprofit worked with a seller willing to wait for a complicated financing plan to come together. It involved money from ARCH as well as county, state and federal governments, said Kim Loveall Price, DASH's interim executive director.

But the nonprofit's recent offers on land in Bellevue — \$4 million each, one property downtown and another near a planned light-rail station, were rejected by sellers who could get more money from private developers, she said.

She thinks the Eastside needs 2,500 more affordable units and agrees with other housing advocates that the Eastside cities should find new revenues to help meet the need. "Seattle has a housing levy. The Eastside lacks a dedicated funding source," she said.

With far more demand than supply, residents who win a spot in one of the Eastside's low-income apartment units express gratitude and relief.

Tracey Claybon, 45, moved here from East Texas in 2006 to take a contract tech job with Microsoft paying about \$25 an hour. She had to return home to help a family member with deteriorating health, and when Claybon came back in 2013, she said, she struggled to find work and a place to live.



By then, rents had nearly doubled, to between \$1,200 to \$1,300 a month, she said. But the job she took to make ends meet — a manager at a storage facility — paid \$12 an

hour, or about \$1,900 a month. That made market-rate apartments “impossible.”

Claybon couch-surfed with friends and stayed in a Bellevue women’s homeless shelter for several months before winning a lottery for one of the apartments at August Wilson Place, a new building in downtown Bellevue built by the Low Income Housing Institute.

Claybon’s studio features a kitchen, a full bath and a washer and dryer. She’s got a view of Mount Rainier from her fifth-floor room. She said she continues to apply for tech and technical-writing jobs, but no longer has to worry about where she’ll sleep at night.

“It gives me stability. It takes the worry off my mind. It means everything,” she said.

Lynn Thompson: lthompson@seattletimes.com or 206-464-8305. On Twitter [@lthompsontimes](https://twitter.com/lthompsontimes)



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Dye based on scorpion venom will light up brain cancer in kids



Next Story

Floating off to a new home

Elsewhere in

Mariners



Nesse, Katherine

From: Brod, Brooke
Sent: Friday, September 9, 2022 9:33 AM
To: Comp Plan 2044
Cc: Johnson, Thara; Nesse, Katherine; Erickson, Elizabeth
Subject: FW: Future of Housing

A comment from Dwight Schrag.



Brooke Brod (she/her)

bbrod@bellevuewa.gov | (425) 452-6930 | www.engagingbellevue.com

"It's better to know some of the questions, than all of the answers"
- James Thurber

From: dwight sch <dwights30@gmail.com>
Sent: Friday, September 9, 2022 9:10 AM
To: Brod, Brooke <BBrod@bellevuewa.gov>
Subject: Future of Housing

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Dear Brooke, Pass it on. Thanks.

My name is Dwight Schrag. For over 10 years I tried to encourage Bellevue Officials at all levels to address Housing Issues, ... but nothing much ever got done. ARCH is a roadblock, not an ally.

Four or five Bellevue Mayors have gone through this same "Futuristic Exercise in Do-Nothing"!

So sad to see this Bellevue stuff is still on some list of "Projects" for 2044, a Kick-the-Can approach to try and convince people that something?? will be considered 20 years from now.

There are several things that can be immediately acted upon. However, leadership is needed and not just more bureaucratic storytelling.

I will send you several steps to take but will NOT attend any more Bellevue City Hall foolishness.

Photos to show you that there are real options will be forthcoming.

Regards,
Dwight Schrag
Downtown Bellevue resident
Affordable Housing advocate

Nesse, Katherine

From: Brod, Brooke
Sent: Saturday, September 17, 2022 9:08 AM
To: Erickson, Elizabeth; Johnson, Thara; Nesse, Katherine
Cc: Comp Plan 2044
Subject: FW: Thank You for Attending Community Deep Dive on Housing 🏠

Another comment to put in the file



Brooke Brod (*she/her*)

bbrod@bellevuewa.gov | (425) 452-6930 | www.engagingbellevue.com

"It's better to know some of the questions, than all of the answers"
- James Thurber

From: K H <fireworks.birthday@outlook.com>
Sent: Friday, September 16, 2022 7:33 PM
To: Brod, Brooke <BBrod@bellevuewa.gov>
Subject: Re: Thank You for Attending Community Deep Dive on Housing 🏠

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Thank you for all your hard work!

It was with interest that I listened to the cities your team looked at outside of Washington. I would encourage you to think even more broadly about international cities that create livable environments. Curitiba in Brazil and Amsterdam are some that come to mind.

I also read today's Seattle Time's article by Gene Balk, "Only one major city ranks higher than Seattle for remote work."

Per Gene, public transit use dropped 76%, biking down 47%, work from home went up 465%. What if we put density in areas where density does not now exist (Somerset and Bridle Trails) and stop focusing just on transit? We could buy a fleet of electric vehicles and get people to the grocery store or MD when needed.

Please don't just focus on models that are pre-pandemic. And don't make density a burden that the lower middle class must bear while the rich can avoid apartments and all forms of density in their hoods. When you talk about equity, density equity for me is a form of income equity. It reminds me of racial inequity when chemical plants or poor water systems are in Black neighborhoods. In Bellevue, the rich get views, trees, parks, horse property and we lower income folks get subsidized family apartments, houses cut up into triplexes, ADUs, bus traffic, and more apartment complexes.

Lastly, many people are worried about subsidized housing bringing crime and drugs. I looked for subsidized housing in Bellevue to move my sister who lived in a rural town in California where every property was turned

into Air BNBS. She earned \$23k a year and every place in Bellevue had a years' long wait list. While I know that poverty does not mean crime, the feeling among us citizens is that the city is not hearing us when we say this is an enormous concern. I have personally written to the council about it, but never get a full-throated response, "Here is our plan to prevent drugs and crime with low barrier housing." Even if all the planners and outreach people think it is a bogus issue, addressing the concern boldly and loudly with a detailed crime prevention plan would substantially reduce resistance and fear. My sister died a death of despair in no small part due to the lack of affordable housing. I want the housing. I want a plan for the Silver Cloud Inn as well.

Please share this with the appropriate folks. I know you have worked hard. Other participants last night indicated that the "the city staff might be listening." But we are not sure how deeply you have heard us. Let's both keep trying.

Kate

Sent from [Outlook](#)

From: Brooke Brod <bbrod@bellevuewa.gov>

Sent: Friday, September 16, 2022 1:59 PM

To: kate <fireworks.birthday@outlook.com>

Subject: Thank You for Attending Community Deep Dive on Housing 🏠



Community Deep Dives Wrap Up With a Discussion on Housing

Thank you to the over 100 people who were able to attend our Community Deep Dive on Housing yesterday. During this highly interactive event attendees provided feedback on where in the city we should add more housing, what types of new "missing-middle" housing we might add, what kind of affordable housing to prioritize and more.

If you were unable to attend the event you can still participate.

1. Share your [housing story](#)
2. Share you thoughts on where we can add [new types of housing](#) options.

And don't forget to check out the pages for our other Community Deep Dives as engagingbellevue.com/bellevue-2044.

All of the input we've received will be used to help develop specific land use options that we will analyze and then bring back to the community discuss.



Scenes from our Community Deep Dives.

BELLEVUE 2044

COMPREHENSIVE PLAN

Building A Livable City for All



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City Bellevue - Planning
PO Box 90012
Bellevue, WA 98009-9012

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You can [update your preferences](#) or [unsubscribe from this list](#).

Grow your business with  **mailchimp**

Nesse, Katherine

From: Cristina Dugoni <cristina@davisinvestors.com>
Sent: Sunday, October 23, 2022 8:37 PM
To: Nesse, Katherine
Cc: Matt Chestnut; Donald E. Marcy; Johnson, Thara
Subject: Re: Comprehensive Plan comment

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Hi Kate,

It was nice seeing Thara at the EIS meeting this last week. Let me get with Don and get back to you ASAP! Cristina
Sent from my iPhone. I often dictate my response so I apologize in advance for misspellings and or typos.

On Oct 21, 2022, at 1:49 PM, Nesse, Katherine <KNesse@bellevuewa.gov> wrote:

Cristina, Matt, Donald,

I am emailing you because you have discussed potential land use changes to Overlake Farm. I wanted to let you know about an opportunity to comment on the scope of the analysis that will be done through the Environmental Impact Statement (EIS). The EIS will analyze 3 possible changes to the Comprehensive Plan land use map and policies. One of those alternatives (or possibly a hybrid of 2 or more of the alternatives) will become the new land use map for the city. During the scoping comment period, the city is also asking for comments on potential changes to the land use map. Your comment about what changes should be included in those alternatives will be a valuable contribution. The comment period for the scoping phase of the EIS ends at 4:00 pm on October 31, 2022.

You can find more information out about the EIS and the current comment period here:

<https://bellevuewa.gov/2044-environmental-review> . There was a virtual meeting on October 13, 2022 that was recorded. The recording will be available soon on the website above. Please let me know if you have any questions about this scoping comment period, the EIS or general questions related to the Comprehensive Plan Periodic Update or Wilburton Vision Implementation. Thanks!

Kate

Katherine (Kate) Nesse, PhD

Senior Planner, Community Development Department

City of Bellevue

Phone: 425-452-2042

450 110th Avenue NE, Bellevue, WA 98004

Email: knesse@bellevuewa.gov

The data you seek is now online!

<https://bellevuewa.gov/city-government/departments/community-development/data>

From: [King, Emil A.](#)
To: [p.johnston](#)
Cc: [ljlopezmsl@gmail.com](#); [Nieuwenhuis, Jared](#); [Miyake, Brad](#)
Subject: Re: Bellevue 2044 Strategy Taskforce and 2044 Engagement
Date: Friday, December 9, 2022 3:46:00 PM
Attachments: [image012.png](#)

Ms. Johnston,
Thank you for the thoughtful correspondence. It was nice talking with you at the Bellevue Essentials event earlier this week. We'll look through your comments and questions and get back to you next week.
Have a great weekend.
Emil King

Get [Outlook for iOS](#)

From: p.johnston <pamjjo@msn.com>
Sent: Friday, December 9, 2022 3:11 PM
To: King, Emil A. <EAKing@bellevuewa.gov>
Cc: ljlopezmsl@gmail.com <ljlopezmsl@gmail.com>; Nieuwenhuis, Jared <JNieuwenhuis@bellevuewa.gov>; Miyake, Brad <BMiyake@bellevuewa.gov>
Subject: Bellevue 2044 Strategy Taskforce and 2044 Engagement

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

TO: Emil

CC: People I spoke to about this topic. By way of this mail, I am informing you that I am bringing this to Emil.

1. Tell about the Bellevue 2044 Strategy Taskforce
 - What is the Bellevue 2044 Strategy Taskforce?
 - Who are the members and who else is involved?
 - How were the members selected?
 - What are the deliverables and schedule?
2. Why is it so hard to stay informed and involved? (see images below)
 - In February, Warren Halverson, Heidi Dean, Phyllis White, Dick Thompson, Lorretta Lopez, Anne Coughlin, and I asked for meeting to discuss Comp Plan process improvements and collaboration. It was in the spirit of a post mortem of NE and NW Great Neighborhoods. I expected to learn more at the Neighborhoods Conference but that session was cancelled.
 - I had coffee with Brooke early on.
 - The section on the comp plan says nothing new since March 22.
 - Now I see a whole separate item was added on the side menu for the ERS.
 - Engaging Bellevue front page says nothing new.
 - The 2044 pages says we are in phase one
 - I signed up to be a comp plan ambassador, the officers of the Bridle Trails Community Club have not been approached, of which I am a co-president. I run a chat group specially for keeping in touch with what is happening at the city. I am not on the BDA or BDA because I do not own a business.
3. When was the make-up session for the "Comprehensive Plan Engagement (Session 1 & 2)" ...During this session, participants will have an opportunity to review a draft Vision Statement, and through interactive exercises, share their vision for the future of Bellevue."?
4. When I go to the market I buy things. I do not go to the market for people to sell me things. I don't "market". To do so would make me a "marketer." When I hear Bellevue, I think of it as the physical city and as a "club"/relationship that I am a part of. Why does engagement staff put things from the perspective of the City and not the reader/user/resident? "It's Your City" can only be spoken by someone who would not say "It's Our City." "Engaging Bellevue" can only be spoken by someone doing the gathering. I don't "engage Bellevue". Staff engages Bellevue. I am in the family of Bellevue. I am a Bellevue.
5. Where do I find the staff org chart? Where does it say the area you are responsible for?
6. Let's talk about collaborating.

Save & Close

Title: Comp Plan

Start time: Thu 2/10/2022 10:30 AM ☐ All day ☐ Time zones

End time: Thu 2/10/2022 12:00 PM [Make Recurring](#)

Location

Pam-and-company,

Here-is-the-ZOOM-link-(see-below)-for-the-meeting-re:Thursday's-conversation-to-share-lessons-learned-from-a-reside
Periodic-Comprehensive-Plan-update.*

Looking-forward-to-the-discussion.

Mike

Mike-McCormick-Huentelman-is-inviting-you-to-a-scheduled-Zoom-meeting.

Topic: Neighborhood Feedback

Time: Feb-10, 2022 11:00 AM Pacific Time (US and Canada)

Join Zoom Meeting

<https://cityofbellevue.zoom.us/j/97620246124?pwd=bUthb2JhVndYMkxGU1Y2UkVqbmhZz09>

Meeting ID: 976-2024-6124

Passcode: 772821

One-tap-mobile

+12532158782,,97620246124#,,,,*772821#-US-(Tacoma)

+13462487799,,97620246124#,,,,*772821#-US-(Houston)

This is the current messaging on the Bellevue Website.

MORNING SESSION 1 & 2 | 10 a.m.-12 p.m.

Comprehensive Plan Engagement (Session 1 & 2)

Brooke Brod, *Community Engagement Lead*
At City Hall

It's no surprise that Bellevue is growing. Recent census data shows King County is one of the fastest growing places in the country. That growth is expected to continue as our region is projected to add 1.8 million people by 2050, and Bellevue is planning for an additional 35,000 housing units and 70,000 jobs by 2044. Bellevue's Comprehensive Plan is a tool that helps the city proactively respond to this growth and change. It looks ahead 20 years to anticipate the needs of current and future residents, business owners, workers and visitors to Bellevue including important topics like housing, transportation, neighborhoods, and parks.

The Comprehensive Plan includes a Vision Statement that paints a picture of the future we are working towards. It's a north star that unifies all the different elements of the plan and inspires us as a community to go beyond the basics and take a leadership role in the region. During this session, participants will have an opportunity to review a draft Vision Statement, and through interactive exercises, share their vision for the future of Bellevue.

https://bellevuewa.gov/sites/default/files/media/pdf_document/2022/Exp%20Bellevue%20Program-WEB.pdf

Plans and Initiatives

Comprehensive Plan

- [Bellevue 2044 Environmental Review](#)
- [Comprehensive Plan Amendments](#)
- [Countywide Planning Policies Ratifications](#)
- [Housing Needs Assessment](#)

Comprehensive Plan

Bellevue's Comprehensive Plan is the city's foundational policy document, guiding growth and development here for the next 20 years. The City Council adopted the current Comprehensive Plan on Aug. 3, 2015 ([agenda memo](#)), dedicating it to Nan Campbell, former Bellevue mayor. The maps, goals and policies of the plan provide the basis for Bellevue's regulations, programs and services. [Comprehensive Plan Story Map](#)

The Comprehensive Plan is updated about every 10 years. The 2024 update, to guide Bellevue's development through 2044, is now underway. Details and avenues for participating are available at [Engaging Bellevue](#). The timeline is in the Periodic Update 2024 tab below. The project is undergoing environmental review through an Environmental Impact Statement (EIS). Please visit [the Environmental Review page](#) for more information.

The comprehensive plan is organized into two volumes. Volume 1 has background information about Bellevue and the community vision for the future, along with goals for elements such as housing, transportation, human services and parks. Volume 2 contains goals and policies of the subarea (or neighborhood area) plans.

▲ Periodic Update: 2024

The City Council initiated work on the Comprehensive Plan update on Feb. 28, 2022. This update is planned for adoption by June of 2024. Participate in the update at [Engaging Bellevue](#). Questions can be sent to CompPlan2044@bellevuewa.gov.

Timeline

Date	Event	Links
Mar. 22, 2022	Community Vision Event	Presentation & Notes
	This online event gave an overview of the periodic update process and participants discussed areas where Bellevue is fulfilling its vision and where it can do better.	
Mar. 9, 2022	Planning Commission	PowerPoint & Commission Materials
	The scope of the update was introduced to Planning Commission. No action was taken.	
Feb. 28, 2022	City Council	PowerPoint and Council Materials
	Council directed staff to begin work on the Comprehensive Plan Periodic Update.	

▼ Annual Comprehensive Plan Amendments

General Elements - Volume 1

Alerts

Receive notification when this page is updated

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Contact

Thara Johnson
Comprehensive Planning Manager

Telephone
[425-452-4087](tel:425-452-4087)

Email
tjohnson@bellevuewa.gov

Plans and Initiatives

Comprehensive Plan

[Bellevue 2044 Environmental Review](#)

[Comprehensive Plan Amendments](#)

[Countywide Planning Policies Ratifications](#)

[Housing Needs Assessment](#)

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▽ Annual Comprehensive Plan Amendments

General Elements - Volume 1

Alerts


Receive notifications when updated




Contact

Thara Johnson
Comprehensive Plan

Telephone
425-452-4080

Email
tmjohnson@bellevuewa.gov

Home Bellevue 2044 Current Projects All Projects City Website





Welcome to Engaging Bellevue

This is the place to learn about what is happening in Bellevue, ask questions, share ideas, and be part of the conversation. Below is a list of active projects that are seeking input. Click on the project tile to get more information and have your say. We look forward to hearing from you.

[Get Involved](#)

Featured

**BSD Community Engagement**



Officer Program

Working together to maintain a safe and supportive learning environment for our students

Please fill out the survey and share your input!
Survey closes on December 16, 2022.


[Give Input](#)

Current Projects

Wilburton Vision Implementation

Provide your input to help inform future land use alternatives and policy development for the Wil...


[Learn More](#)



2023 Road Safety Near Schools: Feedback Questionnaire

We need your input! As part of our Vision Zero initiative, the Bellevue Transportation Departm...

[Learn More](#)



Lake Washington Sewer Line Management Plan Survey

Please weigh in on the Lake Washington Sewer Line Management Plan now being developed.

[Learn More](#)




WOA Reservoir Siting Study

The City is studying potential sites in Bridle Trails, Northeast Bellevue, West Bellevue, and Woo...

[Learn More](#)



Bellevue 2044 - Comprehensive Plan Update




Bellevue 2044

The Comprehensive Plan is our tool for planning for growth and development over the next twenty years. People are at the heart of the plan and we want to hear from you.

[Learn More](#)


Featured Projects - Environment & Sustainability



Sustainable Bellevue Implementation

We're working to implement the Environmental Stewardship Plan and promote sustainability

[Learn More](#)



We Love Our Trees

From tree giveaways to heritage trees to tree tours, the city is working to share the love of trees.

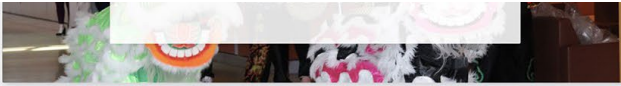
[Learn More](#)

स्वागत! Добро пожаловать! 환영합니다! Bienvenido. 歡迎!



歡迎!

在這裡，您可以瞭解到 Bellevue 市正在進行的專案，也可提出問題、分享想法和提供意見。每個專案都有其專屬頁面，您可以點擊感興趣的專案，瞭解更多資訊並參與其中。市政府提供多種語言援助資源；本網站使用谷歌翻譯來提供語言支援，而部分專案則直接提供已經過翻譯的材料。



Learn More



Housing: Diversity & Choice

Housing is a key issue facing the city and the issue raised most often by community members. O...

[Learn More](#)

Connection: Places & Spaces

How can we create neighborhood centers where people can meet, shop, and gather? Share your thoughts.

[Learn More](#)

Environment: Sustainability & Climate

How can Bellevue grow sustainably while reducing emissions. Share your thoughts.

[Learn More](#)

Access: Transportation and Land Use

How will people get around the city and the region in coming years? Share your thoughts.

[Learn More](#)

Reports & Documents

Bellevue 2044 - Phase 1 Community Engagement Report.pdf

File



Bellevue 2044 - Phase 2A Community Engagement Report.pdf

File



Draft Growth Alternatives

File



Missing Middle Questionnaire Report.pdf

File



What is the Comprehensive Plan?



Information & Resources



Comprehensive Plan Overview

Learn more about the Periodic Update to the Comprehensive Plan, ask questions, and more.

[Learn More](#)

Phase One - The Vision

Over 3000 people shared their thoughts about the future of Bellevue. Find out what we heard.

[Learn More](#)

Get Involved

Ask a Question

If you have a question about the Comprehensive Plan or planning process ask it here.

[More Info](#)

Become a Comp Plan Ambassador

Sign up to help spread the word about the Comprehensive Plan and engage your friends and neighbors.

[More Info](#)

Frequently Asked Questions

- ## Meet the Planning Team



[Home](#) / [About Us](#) / [Vision](#) / [How We Do This](#) / [The Future](#)

Phase One - The Vision

Thank you to the over 2000 people who shared their thoughts about the future of Belvoir. The input received will be used to update the Vision of the Comprehensive Plan and shape the next phase of engagement when we face the big questions that people asked.

Download a copy of the [Preliminary Phase 1 Engagement Report](#) to learn more about what we did and what we heard.

And don't forget to register for our upcoming series of [Community Deep Dives](#) for a chance to dig into the issues and discuss the future of Belvoir.

Survey

Thank you to everyone who participated in this survey. We will be sharing results soon.

Believe 2044 Vision

The goal of the Comprehensive Plan is the Vision Statement. The Vision Statement is our north star and the policies in the plan help us get there. As we update our vision we want to hear from you. How is Belvoir doing in achieving our current vision? What are the challenges and opportunities we need to address?

Your feedback will be used to inform the update to the Vision Statement in the Comprehensive Plan. We will also use your feedback to inform Phase Two of the planning process when we will have deep dive conversations on the challenges and opportunities.

This survey should take about 5 minutes to complete.

COMPLETE QUESTIONNAIRE

感谢您参与本次公众调查，我们将很快分享调查结果。

Believe 2044 (Simplified Chinese)

愿景是更新综合总体规划(Comprehensive Plan)的指引。总体规划是我们在北湾的北极星，也是制定政策的基础。随着我们更新愿景，我们希望听到您的声音。北湾在实现当前愿景方面做得怎么样？我们面临哪些挑战和机遇？我们需要解决哪些问题？

您的反馈将用于更新综合总体规划中的愿景声明。我们还将使用您的反馈来指导规划过程的下一阶段，我们将就挑战和机遇进行深入的对话。

完成本调查大约需要5分钟。

填写问卷

感谢您参与本次公众调查，我们将很快分享调查结果。

Believe 2044 (Traditional Chinese)

願景是更新綜合規劃(Comprehensive Plan)的指引。綜合規劃是我們在北灣的北極星，也是制定政策的基础。隨著我們更新願景，我們希望聽到您的聲音。北灣在實現當前願景方面做得怎麼樣？我們面臨哪些挑戰和機遇？我們需要解決哪些問題？

您的反饋將用於更新綜合規劃中的願景聲明。我們將使用您的反饋來指導規劃過程的下一階段，我們將就挑戰和機遇進行深入的對話。

完成本調查大約需要5分鐘。

Belvoir to get involved?

Documents

- Belvoir 2044 - Phase 1 Community Engagement Report.pdf (250 KB) pdfs
- Belvoir Vision Workshop - March 22, 2022
 - Belvoir 2044 Setting the Vision Presentation - 2022.03.22.pdf (3.74 MB) pdfs
 - Setting the Vision Webinaire Group 1 - 2022.03.22.pdf (402 KB) pdfs
 - Setting the Vision Webinaire Group 2 - 2022.03.22.pdf (529 KB) pdfs
 - Setting the Vision Webinaire Group 3 - 2022.03.22.pdf (576 KB) pdfs
 - Setting the Vision Webinaire Group 4 - 2022.03.22.pdf (351 KB) pdfs
 - Setting the Vision Webinaire Group 5 - 2022.03.22.pdf (326 KB) pdfs
 - Setting the Vision Webinaire Group 6 - 2022.03.22.pdf (400 KB) pdfs

Important Links

- City Budget Status
- Current Comprehensive Plan Status
- Vision 2044 - Project Sound Regional Growth Plan

Planning Timeline

- Phase 1 - The Vision
Spring 2022
Update the Vision Statement to match current priorities. Understand challenges we need to address and strengths we need to build on in future generations of Belvoir.
- Phase Two - Laidback Deep Dive
Summer 2022
Explore key issues related to supporting complete communities and planning for growth.
- Phase Three - Lay the Foundation for Future Planning
Update north star vision of the Comprehensive Plan and set the stage for future planning efforts.
- Phase Four - Offer Options for Growth
Winter 2023
Discuss different approaches to growth. Understand the pros and cons and explore the trade-offs between different scenarios.
- Phase 5 - Review Draft Policies
Spring and Summer 2023
Review draft policies with the community.

Information
Line 818
435-611-6600
ext. 6600
info@belvoir.com
belvoir.com

I missed Oct 11 because I was at my father's funeral.

△ 2022 Meeting Archive

- February 17, 2022 "Shaping Our Future"
 - [Shaping Our Future Presentation](#)
 - [Shaping Our Future Meeting Summary](#)
- October 11, 2022 "Planning Bellevue's Fiscal Future: Navigating Boom Times and Budget Constraints"
 - [Planning Bellevue's Fiscal Future Presentation](#)
 - Budget Priorities Survey Responses
 - [2022 Budget Survey](#)
 - [Video Presentation](#)

Telephone
425-452-6836

Email
Neighborhoodoutreach@be.gov

▽ 2021 Meeting Archive

▽ 2020 Meeting Archive

Cordially,

-pamela johuston
425-881-3301

Nesse, Katherine

From: Alesha Shemwell <alesha.shemwell@kemperdc.com>
Sent: Wednesday, December 28, 2022 4:12 PM
To: Brod, Brooke
Cc: Nesse, Katherine
Subject: RE: Following Up

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Hello Brooke. Thank you again for your follow-up and your patience as I was out of the office. Our transportation ideas are below, and I am hoping that a comprehensive plan presentation/survey/feedback could happen for our February 9, 2023. The merchant breakfast meeting is from 9-10 am in the Center Court of Bellevue Square and our guest speakers have up to 10 minutes to talk. We typically have 50-75 managers that attend this meeting along with many of the KDC departments.

Transportation feedback from KDC: The most important transportation priority in the comprehensive plan should be the prioritization of capacity improvements that relieve traffic congestion and improve mobility for the 70%+ vehicle trips the City is expecting by 2035. While we understand the City is interested in TDM (Transportation Demand Management), some of which we support (i.e. on-demand, direct trip vanpool, rideshare, and employer shuttle options), the overwhelming need is for the City to accommodate forecast demand rather than ignore or wish it away. With that, the City should preserve existing, limited lane capacity, particularly on auto-priority streets which should remain as unencumbered as possible. Other priorities include the completion of I-405 master plan and supporting technology and innovation so Bellevue can be a national example of what a real "smart city" looks like.

Hope your holidays are going well and look forward to connecting soon! ~Alesha

Alesha Shemwell
Director of Retail
Kemper Development Company
The Bellevue Collection | Bellevue Square Lincoln Square Bellevue Place
Office: 425-460-5774
Cell: 425-757-4393
Alesha.Shemwell@kemperdc.com
www.bellevuecollection.com



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From: Brod, Brooke <BBrod@bellevuewa.gov>
Sent: Tuesday, December 13, 2022 10:31 AM
To: Alesha Shemwell <alesha.shemwell@kemperdc.com>
Cc: Nesse, Katherine <KNesse@bellevuewa.gov>
Subject: [ext] Following Up

Hello Alesha,

It was good to see you at the BDA Breakfast this morning. I know that you were unable to attend the Strategy Team focus group discussion on transportation and I wanted to make sure that you have a chance to raise any questions, concerns, or ideas on behalf of Kemper regarding transportation in the Comprehensive Plan. Kate Nesse, who is cc'd

here, is managing the work being done on the Transportation element. You can schedule a time to meet with her at your convenience.

You also mentioned having us come to present at an upcoming breakfast meeting for your staff/merchants and we'd love to do that. Feel free to send me some potential dates for January and we can figure out who from our team will be able to attend.

Happy Holidays,



Brooke Brod (*she/her*)

Community Engagement Lead

Community Development Dept.

bbrod@bellevuewa.gov | (425) 452-6930 | www.engagingbellevue.com