

BelRed Village Concept

Objective

Leverage existing and plan BelRed Corridor assets to create a unique urban village where residents can access a full range of working, shopping, dining, recreation, and entertainment resources without a car. Walking and biking are the primary modes of transportation within the village. Convenient multi-modal transportation connections support movement to and from the village.

Assets

The following BelRed assets will appeal to a wide range of age and income groups:

- Light rail stations provide access to Bellevue and Seattle CBD, SeaTac airport, UW, and Redmond.
- Close proximity to multiple hospitals and other medical services.
- Large, relatively flat area is easy to walk or bike.
- Stream system could be reclaimed to create a natural environment.
- Spring District with Global Innovation Exchange and REI as planned tenants.
- Easy access to high tech businesses in Bellevue and Redmond.
- Connections to 520 bike path and the Eastside Rail Corridor.

Recommendations

1. Adopt a planning philosophy based on the premise that BelRed residents will not need to own a car. Complete the planned street improvements, but create bike/ped corridors instead of roads to break up the long blocks. The opportunity to create a practical dedicated bike/ped transportation system in an urban environment is huge and should be a key objective. Use arterials to move traffic to and through the area. Give priority to pedestrians and bikes within the area.
2. Find a way (private, public, or private/public partnership) to uncover at least one stream. Create a vision and a model for others to follow.
3. Include high speed Internet capability in the infrastructure planning. Consider the feasibility of wide area wifi.

Earl Overstreet
June 17, 2016

From: dbutlerarchitect@gmail.com
To: [King, Emil A.](#)
Subject: RE: Bel-Red Zoning
Date: Wednesday, December 6, 2017 10:09:27 AM
Attachments: [124th&NorthupParcels.pdf](#)

Emil,

Thank you for your time this week to discuss the BR-OR zoning designation for our properties on the corner of 124th and Northup. The Owner of the property is very interested in being included in the Look Back study to determine how the zoning can be improved to support the density of development they would like to pursue. They asked that I reach out and offer any support you need to illustrate the development potential for the site and how any concerns raised during the initial Bel Red Master Planning sessions can be addressed.

The property assembled and available for redevelopment is outlined on the attached. If the concern was height of structures fronting Northup, I feel the 70' tall base height allowed in BR-OR will support a much higher FAR. A change to the allowable FAR does not have to come with an increased in height along Northup. The slope of the site also provides protection that should be taken into consideration.

Please let me know if a massing study utilizing the BR-OR and/or the BR-OR2 height and area limitations is helpful to support the recommendation to be included in the Look Back discussion next year.

Thank you,

Dan Butler, Architect
206-979-4955

From: EAKing@bellevuewa.gov [mailto:EAKing@bellevuewa.gov]
Sent: Thursday, November 30, 2017 6:01 PM
To: dbutlerarchitect@gmail.com
Subject: Re: Bel-Red Zoning

Dan,

Let's please go with 1pm on Monday, Dec. 4. Please check in at the City Hall Service First desk when you arrive.

Thanks,

Emil King, AICP
Strategic Planning Manager
City of Bellevue
425-452-7223
eaking@bellevuewa.gov

From: dbutlerarchitect@gmail.com <dbutlerarchitect@gmail.com>
Sent: Thursday, November 30, 2017 4:48:20 PM
To: King, Emil A.
Subject: RE: Bel-Red Zoning

I'm open Monday 10-2 or Wed. 10-2. Feel free to pick a time that works best in your schedule and I'll come to COB.

Thanks,
Dan

From: EAKing@bellevuewa.gov [<mailto:EAKing@bellevuewa.gov>]
Sent: Thursday, November 30, 2017 2:30 PM
To: dbutlerarchitect@gmail.com
Subject: RE: Bel-Red Zoning

Dan,

I'm happy to meet with you. Next week Monday or Wednesday during the morning or afternoon look best right now. Please offer up some times that work for you so we can get something scheduled.

Thanks,

Emil King, AICP
Strategic Planning Manager
Department of Planning & Community Development
City of Bellevue

From: dbutlerarchitect@gmail.com [<mailto:dbutlerarchitect@gmail.com>]
Sent: Thursday, November 30, 2017 2:08 PM
To: King, Emil A. <EAKing@bellevuewa.gov>
Subject: FW: Bel-Red Zoning

Hello Emil,

I'm working with a client that has assembled property in the Bel-Red Corridor and is interested in rezoning the property. I'd like to sit down with a Sr Planner to discuss current direction the city is heading with modifications to the Bel-Red Master Plan based on the "look back" study. Would like to review the process they will need to go through if they elect to go forward with an application to change the zoning on their property. It's not clear whether the change would be an amendment to the comprehensive plan, a rezone application, or if it is already being considered by the City.

Do you have any time for a short meeting at the counter to discuss the project?

Thanks for the assistance,

Dan Butler, Architect
206-979-4955

From: SPNichols@bellevuewa.gov [<mailto:SPNichols@bellevuewa.gov>]

Sent: Thursday, November 30, 2017 8:48 AM

To: dbutlerarchitect@gmail.com

Subject: RE: Bel-Red Zoning

Dan:

I suggest that you contact Emil King. He is in charge of the Bel Red “look back” and would have the most knowledge regarding your questions. His contact information is the following:

eaking@bellevuewa.gov

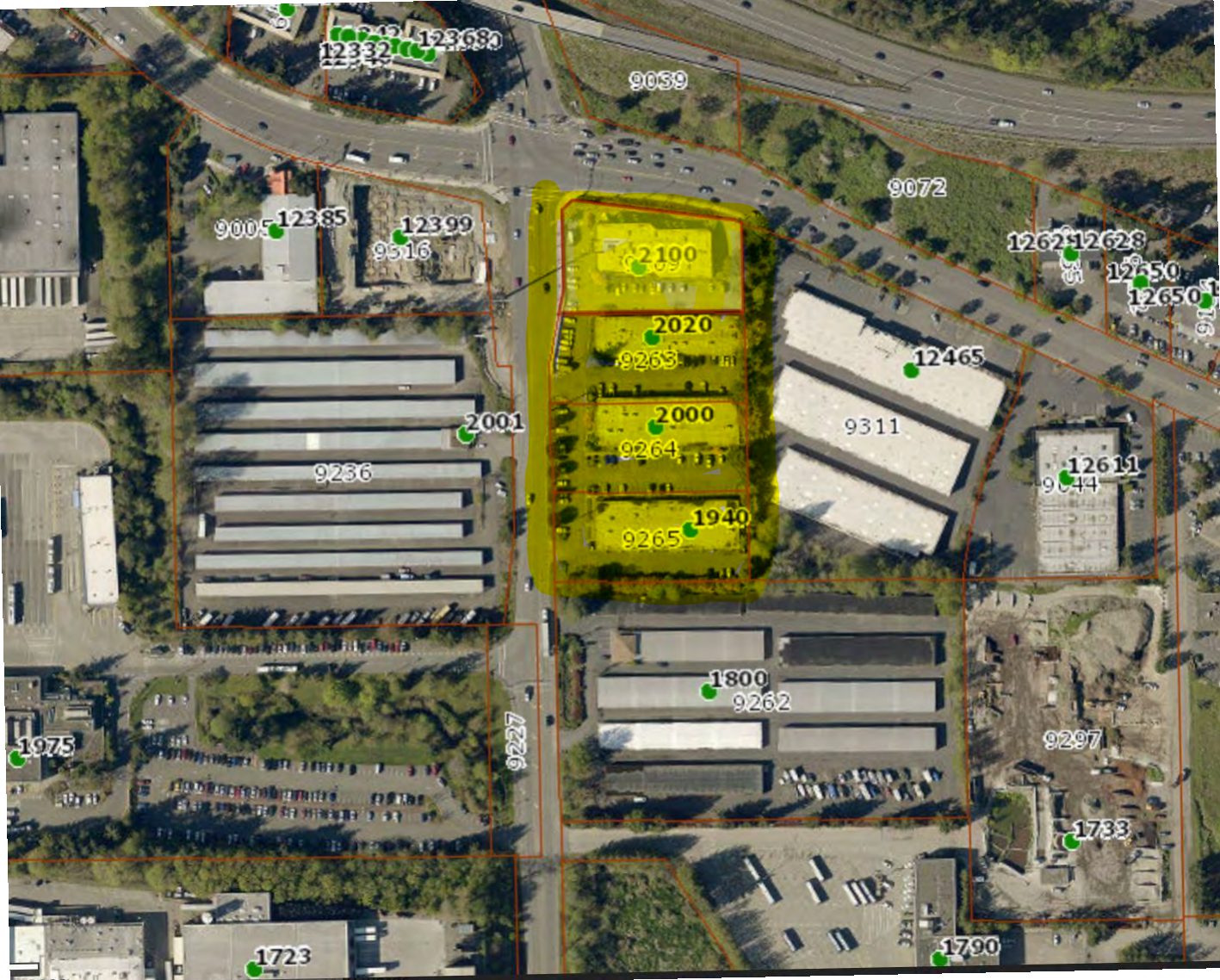
425-452-7223

Regards,

Sally

SALLY NICHOLS, PLA, LEED BD+C
URBAN DESIGN PLANNING MANAGER
CITY OF BELLEVUE
(425) 452-2727
SPNICHOLS@BELLEVUEWA.GOV

“CITIES ARE NOT JUST ABOUT BUILDINGS; THEY ARE ABOUT THE MYRIAD OF HUMAN INTERACTIONS THAT
CREATE SOCIABLE PLACES.”



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1723

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McCULLOUGH HILL LEARY, PS

January 8, 2018

VIA ELECTRONIC MAIL

Emil King
Department of Planning & Community Development
City of Bellevue
450 110th Avenue NE
Bellevue, Washington 98004

Re: Executive Plaza
12835 Bel Red Road

Dear Emil:

This letter is to follow up on our recent telephone conversation regarding the Executive Plaza property in Bel-Red. We understand that the City will be moving forward with the “Bel-Red Look-back” planning review in 2018 and we would like the zoning of this property to be on that docket.

Executive Plaza is a 3.2-acre parcel (#282505-9017) with a 23,568 s.f. office building located at 12835 NE Bel-Red Road in Bellevue. An additional parcel (#282505-9239) 0.12-acres in size zoned BR-ORT is also a part of the Property. Under the current Bel-Red zoning, the Property was given two different and inconsistent zoning designations. Approximately 40% of the Property fronting on Bel-Red Road was designated BR-ORT, while the remaining 60% of the Property to the south was designated R-3.5. Our preliminary review indicates that the boundary between these two zones actually intersects with the existing office building on the Property, creating an unintentional nonconforming condition.


The R-3.5 zoning in this area is not necessary to recognize or protect an existing condition on the Property. There are no residential uses on the Property. And while some of the southern portion of the Property includes wetlands and buffer areas, these areas are protected under the City's Critical Areas Ordinance. Thus the R-3.5 zoning is an inappropriate designation for this site.

The Property is a candidate for redevelopment in the years ahead. Our proposal is that the entire site be given a single commercial zoning designation. This will allow for the thoughtful redevelopment of the Property in a manner that preserves and enhances its wetlands resources.

January 8, 2018
Page 2 of 2

We would look forward to meeting with you regarding this Property. Thank you for your consideration of this request.

Sincerely,

A handwritten signature in blue ink, appearing to read "John C. McCullough". The signature is stylized with a large loop at the end and a horizontal line extending to the right.

JM:lde

cc:

Document29

From: [John Darvish](#)
To: [King, Emil A.](#)
Cc: [John Darvish](#)
Subject: Bel-Red Look Back
Date: Tuesday, August 6, 2019 10:22:25 AM

Hi Emil,

It was a pleasure talking to you on the phone last week. My name is John Darvish and I am the managing partner for the 1200 116th Ave NE, Bellevue. As you know our property falls in MOB-1 which maximizes its FAR and height, while it limits its use to only Medical. I do remember meeting with you and a colleague 13 years ago when you were doing the initial Bel-Red Rezone. You did end up putting one of my suggestions in MOB-1, allowing "Medical Retail". I am hoping these suggestion below will be considered for your "Look Back" analysis.

In short, I am suggesting that you look at expanding the use in MOB-1 to mixed-use (Medical, residential, and retail). Here is some background and history.

The new medical development in MOB-1 is what Overlake hospital is doing on its campus to add hospital beds!! And that took 20+ years to kick start. The only other Medical development was the Overlake Medical Pavilion (1231 116th Ave NE), this development took 10 years to lease up and there still are large empty pockets available for lease. The neighbors, east side of 116th, have not done any new development since 1980s. This just shows there isn't that much need for Medical Office Buildings in MOB-1. Our research shows there is interest but not to degrees MOB-1 forecasted and this has resulted in a wait-and-see approach. I believe one more Medical building (250,000-350,000 square feet) will suffice the needs but such a development will take 5 years to plan and 10+ years to lease up and not many developers are willing/can wait that long.

FYI, Overlake Hospital still has plenty of land on its campus for development of new facilities as well as first right of refusal to the outdoor mall across the street on 116th.

I believe MOB-1 is such an untapped resource for Bellevue and what a fabulous opportunity to kick start a new vibrant neighborhood in Bellevue with the light rail just around the corner. It is time to rethink the use.

The need for affordable housing is greater than ever. While most of residential development in the core of Downtown is out of reach for many, majority are still looking for affordable workforce housing in the area. Most rentals in downtown Bellevue demand \$4,000+/month 2 bedroom apartments in downtown. This is out of reach for people who make \$80,000-\$100,000 annually which makes up most of people who work in Tech industry. Microsoft has set aside \$750 Million Dollars for workforce housing. We have talked to them about our mixed use project and they are very interested in working with us to create a solution.

I don't have to even talk about our new neighbors moving to downtown, Amazon. It is well documented and advertised. The only thing interesting is no one talks about where these 25,000 people will live and how they get to work!

Mixed-use will allow the gradual growth that medical corridor can fiscally support while addressing the urgent needs for residential with immediate access to transportation.

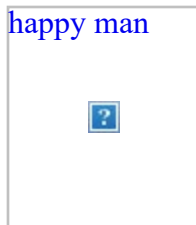
In summary, MOB-1 did not spur medical development in the area, there still is demand for medical buildings but not to the degrees forecasted, we can still ensure growth and vitality of the hospital, the coming of light rail can increase growth and development in this zone, affordable workforce housing is in high demand, and the area north of Wholefoods can flourish with a new vision.

Therefore, Mixed-use is exactly “what the doctor ordered”.

In the closing, I would like to thank you and congratulate you on making Bellevue a highly desirable place to be. I am available if you would like to further discuss these points.

Best regards,

John



John Darvish

CFO

Holistique Naturopathic Medical Center

Desk: 206-321-2202 Fax: 425-462-8919

Address: 1200 116th Ave NE Suite C. Bellevue, WA – 98004

Web: holistiquehealth.com Email: jdarvish@holistiquehealth.com

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116TH AVE NE LAND ASSEMBLAGE
1.75 ACRES (BR-MO ZONING) IN BELLEVUE, WA

EASTSIDE MARKET

HIGHER EDUCATION: The Innovation Triangle cities of Bellevue, Kirkland, and Redmond are home to some of the tightest contractions of tech talent in the world. 99,100 Eastside workers are employed in the information, communication, and technology sectors. With the highest concentration of post-secondary degree attainment in the country, 62% of Eastside residents hold a BA or higher. Skilled workers attract high wage employers. Higher education is one of the biggest drivers of economic prosperity on the Eastside.

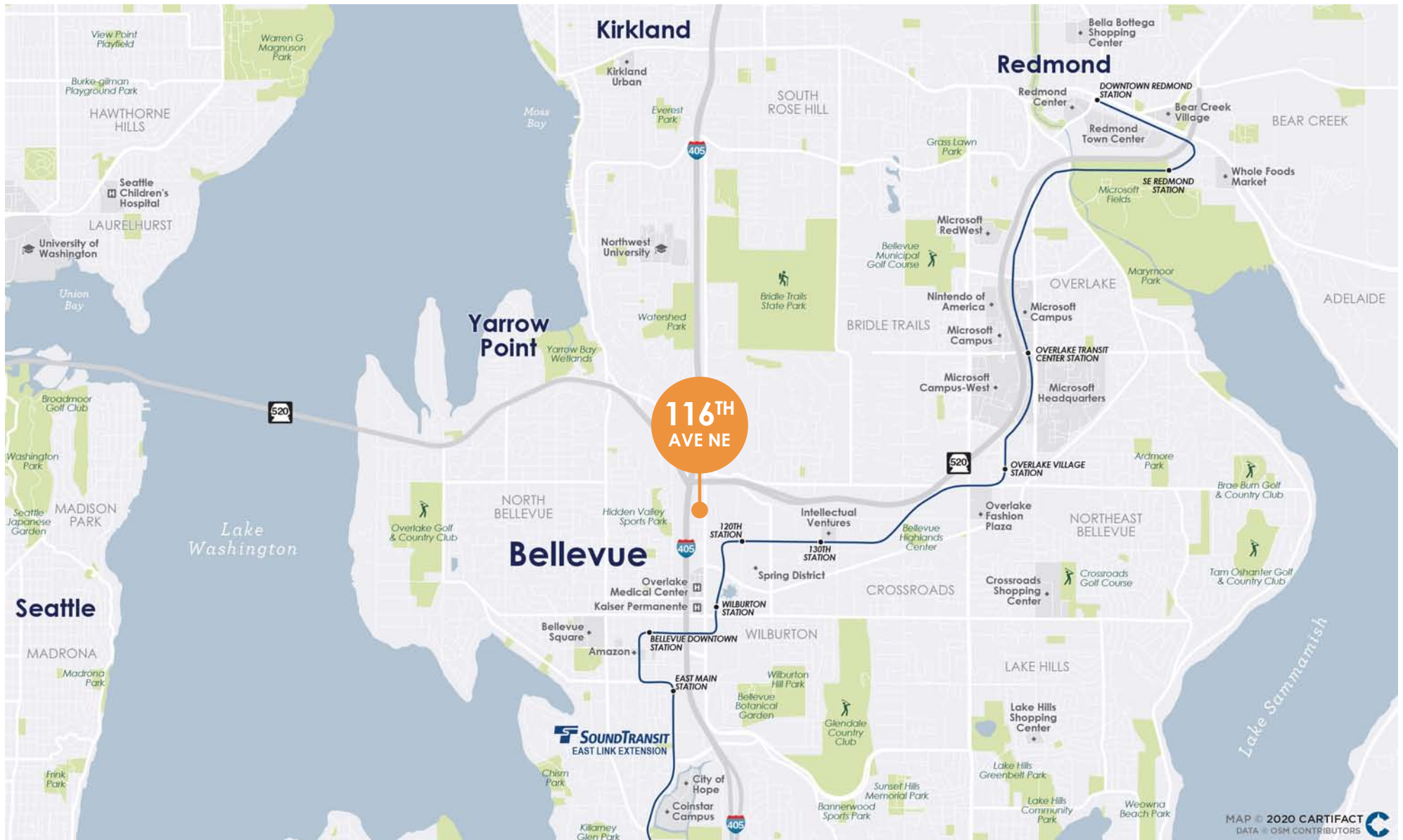
TECHNOLOGY HUB: The Eastside market has grown to be the hotbed for innovation in the business services, software, technology, and wireless industries. The fastest growing technology hub for the top tech global companies, the Eastside is home to companies including Microsoft, Costco, Expedia, T-Mobile USA, and Nintendo of America.

HEALTHCARE: The Eastside is also home to a growing collection of health-care providers including Overlake Medical Center, Seattle Children's, EvergreenHealth, and Eastside Health Network. Advanced care and specialty procedures that once required a trip across the lake are now done with regularity and great success in the community.

EAST LINK (OPENS 2023): Connecting the Eastside to Seattle and surrounding cities, Sound Transit's East Link will include 10 stations from Seattle's International District, across I-90 to Mercer Island and South Bellevue, and through downtown Bellevue and the Bel-Red area to Redmond Technology Station. When East Link opens in 2023, passengers will be able to ride almost 40 miles of fast, reliable light rail, from the Eastside to downtown Seattle and Northgate and to Sea-Tac Airport and Angle Lake. Extensions south to Kent/Des Moines & Federal Way will open one year later in 2024.



LOCAL MAP WITH TRANSIT



MAP © 2020 CARTIFACT
DATA © OSM CONTRIBUTORS



ROBERT MESSMER, CCIM

Designated Broker

o: (425) 452-3052 x105

c: (206) 948-1577

rmessmer@rgmcommercial.com



JENNIFER HEYL

Transaction Coordinator

o: (425) 452-3052 x103

jennifer@rgmcommercial.com

RGM COMMERCIAL REAL ESTATE

10423 Main Street, Suite 5

Bellevue, WA 98004

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From: [Rousseau, Gwen](#)
To: [Van Dyk, Joseph](#); [P Banks](#)
Subject: RE: Bel-Red Lookback
Date: Thursday, August 27, 2020 11:47:00 AM

Hello Patrece,

I would be glad to schedule some time for us to talk about BelRed. I have time available this afternoon after 3:00, Friday morning before 11:00 and after 1:00. Please let me know if you would be able to meet during one of those windows. If not, we can look for a time next week.

Thank you,
Gwen

From: Van Dyk, Joseph
Sent: Thursday, August 27, 2020 10:19 AM
To: P Banks <PacTide@msn.com>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: Bel-Red Lookback

Hi Gwen,

Patrice is an active property owner interested in what's going on with both Wilburton and Bel-Red. We had the pleasure of talking this morning, but she still has a few questions about Bel-Red, the lookback, and zoning. Can you please follow up with her to schedule some time to talk?

Thanks,

Joe

--

Joe van Dyk
Strategic Planning Manager | City of Bellevue
(425) 452-6821 | jvandyk@bellevuewa.gov | BellevueWA.gov

From: [Rousseau, Gwen](#)
To: [Robert Messmer](#)
Cc: [Jim Mueller](#); [Jennifer Heyl](#)
Subject: RE: Bel-Red Look Back
Date: Monday, September 21, 2020 5:34:00 PM

Hello Robert,

Unfortunately, it has been delayed. I am hopeful that after Council budget discussions we will have more clarity on the launch timeframe. I will let you know as soon as I learn more.

Thanks,
Gwen

From: Robert Messmer <rmessmer@RGMcommercial.com>
Sent: Monday, September 21, 2020 5:09 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Cc: Jim Mueller <jim@jcmueller.com>; Jennifer Heyl <jennifer@RGMcommercial.com>
Subject: RE: Bel-Red Look Back

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

Gwen,

Would you mind letting me know the status of the Bel-Red Look Back?

Thank you very much,

Robert Messmer, CCIM

Principal

RGM Commercial Real Estate

(206) 948-1577 cell
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rmessmer@rgmcommercial.com

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From: Robert Messmer
Sent: Friday, July 10, 2020 3:48 PM
To: GRousseau@bellevuewa.gov
Cc: Jim Mueller <jim@jcmueller.com>; Jennifer Heyl <jennifer@RGMcommercial.com>
Subject: Bel-Red Look Back

Gwen,

We have an interested buyer for 116th Ave NE land assemblage. I wanted to connect the two of you via email so Jim had a contact for Bel-Red Look Back.

Gwen Rousseau

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

James C Mueller
Managing Partner

JCMueller

206-409-4019

jim@jcmueller.com

Very Best,
Robert Messmer, CCIM
Principal/Designated Broker



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From: [Lewine, Janet](#)
To: [Rousseau, Gwen](#); [Matz, Nicholas](#); [Johnson, Thara](#)
Subject: Bel-Redmond Professional Center
Date: Wednesday, October 14, 2020 11:28:31 AM

Ed Bolles
Parcel: 33219
Parcel Number 067310-0085
Name BEL-REDMOND PROF CENTER
Site Address 15611 NE BELLEVUE-REDMOND RD 98008

I am responding to an enquiry from Ed Bolles who is interested in re-zoning his property from Office (with a SF overlay) to a designation that allows MF residential.

When he called I told him he potentially had 3 pathways to a rezone, the BelRed Lookback; a privately initiated CPA and rezone; or the city's major comp plan update.

Application deadline for 2021 privately initiated CPAs had already passed, but I want to get back to him on timelines going forward on these options, or others that you may suggest.

Potentially, this property is a good candidate for MF particularly lower density townhome / missing middle housing options. Another way we could approach this is re-examining/reducing MF restrictions on Office, e.g. requirement that residential limited to 50% of gfa, and 20 du/acre limit.

Please review information below and edit as needed-

BelRed Look-Back- Project Manager is Gwen. Council has not launched this work-program. Estimated Council launch is Q1 2021.

Privately Initiated CPA- Project Manager is Nicholas. 2022 application period is open through September 15, 2021

Major Comprehensive Update- Project Manager is Thara. Expect this work program/scoping to begin late-2021 (?) to complete by year-end 2023, with State deadline of 6/2024.

Janet

Janet Lewine

Senior Planner, Community Development, City of Bellevue
jlewine@bellevuewa.gov | 425-452-4884 | BellevueWA.gov

COVID-19 Alert

The city is responding to the COVID-19 outbreak with [actions](#), [updates](#) and [business resources](#). Get and give help at [community resources](#). The [Covid-19 Community Response](#) page recognizes all of the neighborly actions (big and small!) that help affirm our connections to one another - even as we follow guidance from Public Health Seattle & King County to stay apart.

From: [Zaki Jiwa](#)
To: [Rousseau, Gwen](#)
Subject: RE: City of Bellevue: Wilburton
Date: Tuesday, April 27, 2021 9:19:21 AM
Attachments: [image001.png](#)

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Hi Gwen,

No worries and thanks for letting me know your availability. I'll give you a call at **3:30pm** tomorrow.

Thanks,

Zaki

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: April 26, 2021 7:25 PM
To: Zaki Jiwa <ZJiwa@marcon.ca>
Subject: RE: City of Bellevue: Wilburton

Hello Zaki,

I apologize for missing your calls today. I am available on Wednesday after 3 pm and on Thursday before 11 am. I would be glad to discuss Wilburton with you during either of those times.

Thank you,
Gwen

From: Zaki Jiwa <ZJiwa@marcon.ca>
Sent: Monday, April 26, 2021 3:47 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: FW: City of Bellevue: Wilburton

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

Hello Gwen,

I believe we spoke a few months back about the Bel-Red Lookback and some questions I had pertaining to properties in the Bel-Red Area. That opportunity did not work out, but Michael mentioned you are also the go-to person to speak with about the Wilburton area planning update which I had a few questions about. I tried reaching you by phone a couple times unsuccessfully. Is it possible to setup a time to speak with you just on a phone call tomorrow or Wed.? Please let me know a time or two that work for you, if possible.

Thank you,

Zaki

Zaki Jiwa

Associate, Investments

MARCON

T 604 530 5646

M 778 723 6637

W marcon.ca

Corporate Office

5645 – 199th Street

Langley, BC V3A 1H9

Vancouver Office

1560 – 666 Burrard Street

Vancouver, BC V6C 2X8

From: Zaki Jiwa

Sent: April 26, 2021 2:10 PM

To: Austin, Michael <MAustin@bellevuewa.gov>

Subject: RE: City of Bellevue: Wilburton

Thank you, Michael!

Zaki

Zaki Jiwa

Associate, Investments

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W marcon.ca

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Langley, BC V3A 1H9

Vancouver Office

1560 – 666 Burrard Street

Vancouver, BC V6C 2X8

From: Austin, Michael <MAustin@bellevuewa.gov>

Sent: April 26, 2021 2:08 PM

To: Zaki Jiwa <Zjiwa@marcon.ca>

Subject: City of Bellevue: Wilburton

Hi Zaki,

Gwen Rousseau can be contacted below!

425-452-2743

GRousseau@bellevuewa.gov

With Regards,



Michael Austin, AICP, LEED AP ND

(he/him/his) Senior Planner/Urban Designer

City of Bellevue | Community Development

maustin@bellevuewa.gov | 425-452-4637

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From: [Radim Blazej](#)
To: [Rousseau, Gwen](#)
Subject: Belred lookback
Date: Friday, May 21, 2021 11:39:10 AM

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Gwen, is there a timeline to revisit the original Bel-Red upzone?

Radim Blazej
CEO principal | **CARON**

WE'VE MOVED!

office 801 blanchard st suite 200, seattle wa 98121
mail po box 31578 seattle wa 98103
main 206.367.1382 **dir** 206.561.9911 **cell** 206.227.2426
web caronarchitecture.com

From: [Robert Messmer](#)
To: [Rousseau, Gwen](#)
Subject: Bel-Red Lookbck
Date: Wednesday, August 4, 2021 4:01:10 PM

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Hi Gwen,

Is there anything on the radar for City of Bellevue to continue to discuss the Bel-Red Lookback?

Robert Messmer, CCIM
Principal/Designated Broker



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Bellevue, WA 98004

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From: [Gary Guenther](#)
To: [Rousseau, Gwen](#)
Subject: RE: BR-MU FAR changes?
Date: Tuesday, August 17, 2021 2:43:16 PM

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Thanks, Gwen – this is exactly the information I needed and will get back to you with any questions that my clients have.

I appreciate your quick response!

Gary Guenther

Executive Vice President - Shareholder

KIDDER MATHEWS

500 - 108th Ave NE, Suite 2400, Bellevue, WA 98004

T 425.450.1154 | C 425.736.2030 gary.guenther@kidder.com

[vcard](#) | [profile](#) | kidder.com | [linkedin](#)

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Tuesday, August 17, 2021 2:41 PM
To: Gary Guenther <gary.guenther@kidder.com>
Subject: RE: BR-MU FAR changes?

EXTERNAL

Hello Gary,

The BelRed Look Back is expected to launch this fall with the goal of getting any Comprehensive Plan amendments adopted by December 2022 followed by land use code amendments in 2023.

Since the project has not yet launched, nothing has been proposed by staff. Several property owners in the BR-MO zone have recommended higher FAR. Some have also requested residential be added to the list of permitted uses. Whether either of those things will get recommended and finally approved by Council is still a question.

I will be sure to let you know as soon as the project launches. Glad to chat before hand as well, but likely, I will not have much more to convey.

Thank you,
Gwen

Gwen Rousseau, AICP

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

From: Gary Guenther <gary.guenther@kidder.com>
Sent: Tuesday, August 17, 2021 9:34 AM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: BR-MU FAR changes?

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

Hi Gwen,

I know there has been some discussion, or rumors, about BR-MU FAR being increased to 2.0 from 1.0. Can you please share with me status on that?

Specifically, I am asking with regard to a property located at 2285 – 116th Ave NE.

Please let me know when you have a moment.

Thank you,

Gary Guenther

Executive Vice President - Shareholder

KIDDER MATHEWS

500 - 108th Ave NE, Suite 2400, Bellevue, WA 98004

T 425.450.1154 | C 425.736.2030 gary.guenther@kidder.com

[vcard](#) | [profile](#) | kidder.com | [linkedin](#)

From: [Steve](mailto:Steve@casabrook.com)
To: [Steve](mailto:Steve@casabrook.com)
Sent: Thursday, October 26, 2023 12:24 PM
Subject: [REDACTED]

Hi Steve,

We anticipate launching the initiative in early 2022 with the goal of getting amendments to the Comprehensive Plan completed by the end of the year followed by new zoning regulations during the first half of 2023.

I am of the belief that the city's new Strategic Planning Manager, who will be heading up the Wilburton Vision Implementation initiative.

We'll be sure to let you know as soon as the project is launched.

Thank you,
Steve

From: Steven Copic <scopic@casabrook.com>
Sent: Thursday, October 26, 2023 4:54 PM
To: 'King, Emil A.' <EmilA.King@casabrook.com>
Cc: 'Steinhaus, Gwen' <GwenSteinhaus@casabrook.com>
Subject: RE: 275-325 118th Avenue SE, Bellevue, Washington 98005-1999

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

Emil and Gwen... Could I get an update on the recourse of this Wilburton area??

Steve

From: Steven Copic <scopic@casabrook.com>
Sent: Tuesday, January 18, 2023 1:43 PM
To: 'King, Emil A.' <EmilA.King@casabrook.com>
Cc: 'Steinhaus, Gwen' <GwenSteinhaus@casabrook.com>
Subject: RE: 275-325 118th Avenue SE, Bellevue, Washington 98005-1999

Thanks Emil and you, I am sure you are busy. I will look forward to talking to Gwen...on this current zoning and also in the update for the Wilburton area...

Steve

From: King, Emil A. <EmilA.King@casabrook.com>
Sent: Tuesday, January 19, 2023 1:30 PM
To: Steven Copic <scopic@casabrook.com>
Cc: 'Steinhaus, Gwen' <GwenSteinhaus@casabrook.com>
Subject: RE: 275-325 118th Avenue SE, Bellevue, Washington 98005-1999

Hi Steve,

I'm still with the city. We've been very busy since the new year. I'd of Gwen Rousseau who can answer your questions.

Thanks,
Emil King

Get Outlook for iOS

From: Steven Copic <scopic@casabrook.com>
Sent: Tuesday, January 19, 2023 1:24 PM
To: 'King, Emil A.' <EmilA.King@casabrook.com>
Cc: 'Steinhaus, Gwen' <GwenSteinhaus@casabrook.com>
Subject: RE: 275-325 118th Avenue SE, Bellevue, Washington 98005-1999

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

Emil... Are you still with the City?

Steve

From: Steven Copic <scopic@casabrook.com>
Sent: Tuesday, January 9, 2023 1:08 PM
To: 'King, Emil A.' <EmilA.King@casabrook.com>
Subject: RE: 275-325 118th Avenue SE, Bellevue, Washington 98005-1999

Happy 2023! (I hope that, yikes!)

I am looking at purchasing this property on Wilburton Hill just West of the Botanical Gardens... The address is 275-325 118th Avenue SE, Bellevue, Washington 98005-1999. (See map below) The zoning now is Office and want to know if you can build apartments or townhomes on this... Would like to know the matrix...like FAD, etc... You know that I worked on the Budget site and closed this back in 2017 and we met you when you used that this whole area is under a rezoning plan...Does this Wilburton rezoning plan include this address?... Will this site become more of a multi-family zoning with a 50 to 70-foot height limit...???

<https://www.wilburtonhill.com/>
<https://www.wilburtonhill.com/property/275-325-118th-ave-se-bellevue-wa-98005-1999/>

Please advise...

Steven P. Copic, Managing Broker
Casabrook Pacific Properties, LLC
(206) 295-7462
scopic@casabrook.com
www.casabrook.com



From: [Patrick Devitt](#)
To: [Rousseau, Gwen](#)
Subject: RE: Bellevue Comprehensive Plan Update (BelRed)
Date: Thursday, May 5, 2022 8:08:39 PM

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

Excellent – thank you again for the background this afternoon!

Best,

Patrick Devitt
12100 Wilshire Blvd, Suite 1750
Los Angeles, CA 90025

REGENT PROPERTIES
310-806-9835 Direct
pdevitt@regentproperties.com
www.regentproperties.com

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Thursday, May 5, 2022 7:52 PM
To: Patrick Devitt <pdevitt@regentproperties.com>
Subject: Bellevue Comprehensive Plan Update (BelRed)

Hello Patrick,

The land use code amendment (LUCA) for the BelRed area is expected to be completed by the second quarter of 2024. [Here is a link](#) showing the timeline for several City of Bellevue planning initiatives. The two initiatives related to the BelRed area are the Comprehensive Plan Periodic Update and the BelRed Look Forward CPA/LUCA.

Please let me know if you have any questions or need any additional information.

Thank you,
Gwen

Gwen Rousseau, AICP

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

From: [p johnston](#)
To: [Brod, Brooke](#)
Cc: [Rousseau, Gwen](#); [Nesse, Katherine](#)
Subject: RE: Bridle Trails Community Club Presentation
Date: Tuesday, May 17, 2022 6:06:56 PM
Attachments: [image001.png](#)
[image003.png](#)

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Now I do.

If all else fails, the Zoom Info is at BridleTrailsCommunity.org

-el

e••s

425-881-3301

From: Brod, Brooke <BBrod@bellevuewa.gov>
Sent: Tuesday, May 17, 2022 11:25 AM
To: p johnston <pamjjo@msn.com>
Cc: Rousseau, Gwen <GRousseau@bellevuewa.gov>; Nesse, Katherine <KNesse@bellevuewa.gov>
Subject: Bridle Trails Community Club Presentation

Hello Pam,

Our planning team is looking forward to presenting and taking questions about BelRed and the Comp Plan tomorrow.

We have the event in our calendar, but don't have a Zoom meeting link yet.

Do you have that yet?

Brooke Brod

She/Her/Hers

Community Engagement Lead
Community Development Dept.

BBrod@bellevuewa.gov

425-452-6930

From: [Loretta Lopez](#)
To: [Rousseau, Gwen](#)
Cc: [King, Emil A.](#); [Pam Johnston](#); [Barbara Hughes](#); [Pamela Gunther](#)
Subject: Re: Email from Public Employee Directory
Date: Friday, August 5, 2022 9:32:33 AM

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

Hello Gwen,

Thank you for your response. I will review the plans that you have included in your informative message.

I have included Pam, Pamela and Barbara who are interested in parks, open space and dog parks. When we have additional questions, we will send directly to you.

Loretta

On Wed, Aug 3, 2022 at 10:46 AM Rousseau, Gwen <GRousseau@bellevuewa.gov> wrote:

Apologies, Loretta. I missed getting back to you. You pose great questions about the amount of parks in BelRed and the need for incorporating multiple users – dogs and pollinators. As you mentioned in your email, the [BelRed Park, Trail and Open Space System plan](#) and [BelRed Subarea Plan](#) envisioned new parks at a range of scales, plus green corridors all of which are interwoven to create a “comprehensive, connected parks and open space system” or “fabric of green space” that offer a wide variety of recreational opportunities and ecological functions.

The mechanisms for implementing the parks plan include both public and private investment. Through the BelRed Floor Area Ratio (FAR) Amenity incentive system, the city captured funding to purchase the West Tributary properties to preserve lands surrounding the creek. Additional improvements to those properties are forth coming, again using funding captured through the amenity incentive system from new development. As of October 2021, the city had collected just over 4.9 million for parks. Continued implementation of the parks plan will occur as more private development happens both with onsite investment in public plazas and green streets as well as with offsite investment in parks, trails and streetscapes.

Policies in the plan guide implementation by calling out different types users. Although no policies calling out dogs and pollinators exist in the plan today, the plan generally speaks to providing a variety of community amenities and environmental enhancements, which could take many forms, including spaces for pets and pollinators. Also, when public parks reach the design phase, people can provide input on the design of the parks. The city has been studying how best to incorporate requirements for dog “facilities” in new development, and many private property owners have transformed outdoor spaces to meet the needs of their tenants. The city has also heard of the desire for providing off-leash dog area in parks, which

is reflected in the updated [Parks and Open Space Plan](#) recently adopted on July 11. The plan states the city will focus on filling the expressed need for smaller sized facilities designed to serve the needs of Bellevue residents. They call out expanding and adding new facilities in under-served areas, of which you point out, BelRed will likely become, as the population grows.

I would be glad to chat and/or gather additional information to help answer your questions in greater detail, if needed. Please feel free to email me directly to set up a time and/or pose additional questions.

Thank you,

Gwen

Gwen Rousseau, AICP

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

From: Loretta Lopez <ljlopezmsl@gmail.com>
Sent: Wednesday, August 3, 2022 8:52 AM
To: King, Emil A. <EAKing@bellevuewa.gov>
Cc: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: Re: Email from Public Employee Directory

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

Hi Emil,

I have two emails, one for work and one for home (ljlopezmsl@gmail.com). I may have missed an email response. I haven't seen a response from anyone. Should I check directly with Gwen?

Thank you.

Loretta

On Tue, Jun 7, 2022 at 11:09 AM King, Emil A. <EAKing@bellevuewa.gov> wrote:

Thanks for reaching out, Loretta. We'll prepare a response for you. Gwen Rousseau is our main point of contact for BelRed long-range planning. I've cc'd her on this email.

Take care,
Emil King

-----Original Message-----

From: ljlopezmsl@gmail.com <ljlopezmsl@gmail.com>

Sent: Tuesday, June 07, 2022 10:42 AM

To: King, Emil A. <EAKing@bellevuewa.gov>

Subject: Email from Public Employee Directory

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

Hi Emil,

I hope you are well. You have always been helpful when residents ask you questions so I am sending my questions to you.

I am curious about the amount of green space, vegetation walking paths that will be in the Bel-Red and Spring District. At our Bridle Trails Community Club (BTCC) last month, someone from your Department had a map of the Bel-Red area and it didn't have much green on the map.

I have followed the development of the Bel-Red/Spring District area for years. (I read the EIS years ago.) There was a lot of discussion over the years that the area would have green space, and walking areas. To whom should I send my questions?

Someone at the BTCC meeting asked about whether there would be a dog walking/dog park area in the Bel-Red area since there will be so many apartments. I am not a dog person so I had not thought of that point. It is a good question. There should be some area for dogs even if it is small. I know that the City owns some land in the Bel-Red area so perhaps the City could put a dog park on City land. To whom should I send my question?

One other question is about whether we can have pollinator gardens in the Bel/Red/Spring District area. There are particular plants that attract pollinators (bees, humming birds, butterflies). It would be great if we could have plants that attract pollinators. To whom should I send my question?

Thank you.

Loretta Lopez, Co -President, BTCC

From: [Rousseau, Gwen](#)
To: alec.w.carrier@gmail.com
Subject: BelRed follow up
Date: Tuesday, August 16, 2022 1:21:00 PM

Hello Alec,

Good talking with you today. As promised, here are links to the [BelRed Park, Trail and Open Space System plan](#) and the [BelRed Streetscape Plan](#).

In looking at the code related to the MFTE program, [BCC 4.52.090](#) states, "An eligible project may benefit from both the MFTE program and other incentive programs that seek to increase the quantity of affordable housing." It then goes on to explain how the project can apply the MFTE benefit both in terms of overlapping and non-overlapping units. It does a good of explaining the two scenarios, but please let me know if you have further questions.

All the best,
Gwen

Gwen Rousseau, AICP

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

From: [Betsi Hummer](#)
To: [PlanningCommission](#); [Brown, Karol](#); [Morisseau, Anne](#); [Malakoutian, Mohammad](#); [Goeppele, Craighton](#); [Ferris, Carolynn](#); [Bhargava, Vishal](#)
Subject: Curb Management concerns and requests for Planning Commission
Date: Thursday, September 8, 2022 7:25:15 AM

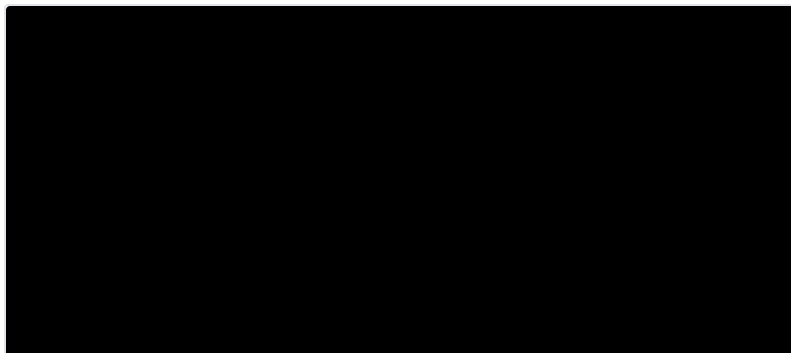
[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Chair Ferris, Vice Chair Bhargava, Commissioners, Councilmember Robertson, Staff,
Welcome back!

As the City Council's appointees, and representatives of the Public, charged with making sure the suggestions of Staff match the Council's direction and reflect input from the public to make your best informed decision, I am sharing my thoughts, concerns, and questions on the proposed Curb Management Comprehensive Plan Amendment.

First of all, check the data. The City webpage - [Curb Management Plan](#) - does not indicate that a presentation was made to the East Bellevue Community Council. If a public outreach meeting is not listed, I ask myself, what else is missing?

Also, City Planner Chris Iverson has stated that data showing current Curb usage will be available the first quarter of 2023. As diligent Commissioners, I expect you intend to make the best informed decision for Council, and having current data, including a survey of affected businesses, will be top of your list before you commit yourselves. This is important, because only the Planning Commission can make changes to the proposal from Staff before it goes to Council. At least 2 previous issues that came before the Planning Commission - TR2 and Permanent Supportive Housing - required Council to do their own work, delayed action on the issues, and postponed implementation of the Comprehensive Plan and Land Use Code Amendments.



Curb Management Plan

The city is working to create a Curb Management Plan (CMP) that will provide a new, long-range planning vision f...

Second of all, there is no rush. There is no looming deadline to send this back to City Council. I ask you to delay a decision on the CM CPA until after the First Quarter of 2023 when the data is available, and have more chance for public outreach.

Here are some of my other questions that I hope you ask Staff for me so we all have the answers:

What is the current situation - how is curb managed throughout the City

Show us a map of the current situation and what Staff envisions for the Plan

Will the Plan be implemented throughout Bellevue or only in certain areas

What changes will the plan bring to Midlakes/Wilburton Commercial Area,, East Main, BelRed, Crossroads, Lake Hills, Vuecrest, Newport Hills, Newport Shores, and other newly developed commercial areas

Why don't we just put this aside for inclusion to the big Comprehensive Plan Update

How might this affect TR2 :

TR-2. To aggressively plan, manage, and expand transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.

It seems like Curb Management grew out of the pandemic restaurants in parking areas, primarily on Main Street - how does that apply to the City?

I am concerned about this blocking off NE 100th St south of Main, next to the City Owned Bel Vue apartments.

What are the unintended consequences? No lanes for vehicle traffic, unsafe bike lanes, isolating neighborhoods?

Thanks for your service, and hope you all ask Staff my questions, for data, and delay the decision.

Betsi Hummer 425.591.4784 betsihummer@yahoo.com

From: [Betty Spieth Croll](#)
To: [Johnson, Thara](#); [King, Emil A.](#)
Cc: [Rousseau, Gwen](#)
Subject: RE: Any updates? RE: BelRed Look Forward
Date: Thursday, September 29, 2022 4:54:36 PM
Attachments: [image001.png](#)

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Hello Thara,

Thanks so much for the very prompt – and very helpful – response! I'm sure we will be back in touch. This is good information to have.

Betty

From: Johnson, Thara <TMJohnson@bellevuewa.gov>
Sent: Thursday, September 29, 2022 4:47 PM
To: Betty Spieth Croll <bettys@seanet.com>; King, Emil A. <EAKing@bellevuewa.gov>
Cc: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: RE: Any updates? RE: BelRed Look Forward

Hello Betty,

We are currently developing the scope for the extent of policy changes to the Bel-Red subarea. We are also undertaking an EIS as part of the Periodic Update to the Comprehensive Plan and Wilburton Vision Implementation (a portion of which is in the Bel-Red subarea). The City issued a scoping notice today (September 29), which includes a comment period that goes through the end of October. As part of this process, we are looking for comments from the public on the proposed growth concepts. Comments received during the scoping period will result in development of the growth alternatives to be analyzed in the Environmental Impact Statement (EIS) and lead to selection of a preferred alternative.

I would encourage to review our draft growth concepts and engage with the scoping process. Here is a link to the scoping information:

<https://bellevuewa.gov/2044-environmental-review>

If you have questions and would like to set up a time to discuss further, please let me know.

Best Regards,



Thara Johnson

Comprehensive Planning Manager, City of Bellevue
tmjohnson@bellevuewa.gov | [425-452-4087](tel:425-452-4087) | BellevueWA.gov

From: Betty Spieth Croll <bettys@seanet.com>
Sent: Thursday, September 29, 2022 4:40 PM
To: King, Emil A. <EAKing@bellevuewa.gov>
Cc: Johnson, Thara <TMJohnson@bellevuewa.gov>
Subject: Any updates? RE: BelRed Look Forward

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

Hello Emil and Thara,
I'm circling back on the BelRed Look Forward to see if you have any updates on the project?
Anticipated schedules, process, etc.
Thank you!
Betty

From: Betty Spieth Croll <bettys@seanet.com>
Sent: Thursday, June 30, 2022 8:40 AM
To: 'King, Emil A.' <EAKing@bellevuewa.gov>
Cc: 'Johnson, Thara' <TMJohnson@bellevuewa.gov>
Subject: RE: BelRed Look Forward

Thank you, Emil, and hello Thara. As Emil might have told you, I work with Greg Johnson, Wright Runstad, at The Spring District, so we have been tracking this project (and others in the BelRed Corridor) for some time. As things progress, if there's any new information on the project you have to share I'd love to see it.
Best,
Betty

From: King, Emil A. <EAKing@bellevuewa.gov>
Sent: Wednesday, June 29, 2022 1:14 PM
To: Betty Spieth Croll <bettys@seanet.com>
Cc: Johnson, Thara <TMJohnson@bellevuewa.gov>
Subject: RE: BelRed Look Forward

Hi Betty,

Please chat with Thara Johnson about a status update. They'll be policy work and potential map amendments as part of the Comp Plan Update and a LUCA as part of a future work plan. Thara is cc'd on this email. There's no assigned PM right now for the LUCA effort since it's a ways out.

Thanks,
Emil King

From: Betty Spieth Croll <bettys@seanet.com>
Sent: Wednesday, June 29, 2022 12:43 PM

To: King, Emil A. <EAKing@bellevuewa.gov>

Subject: BelRed Look Forward

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

Hello Emil,

Good to see you at yesterday's breakfast. I wanted to check in with you about the BelRed Look Forward – who is the staff person in charge of that project, is it still you? I have Nancy LaCombe managing it at one time. Is she now fully retired from the city (and moved to her lovely farm)? I know the project is not on the work agenda till next year at the earliest, just trying to clean up my notes about who is staffing it. Anything else I should know about the Look Forward (btw – still called Look Back on the City website).

Best,

Betty

Betty Spieth-Croll. Partner

Langton▲SPIETH

206.551.1721 | betty@langtonspieth.com

From: [Campbell Mathewson](mailto:Campbell.Mathewson)
To: [Rousseau, Gwen](mailto:Rousseau.Gwen)
Subject: RE: Bellevue's Comprehensive Plan Update processes
Date: Friday, December 9, 2022 10:57:01 AM
Attachments: [image001.png](#)

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Thank you for the response

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Friday, December 9, 2022 8:06 AM
To: Campbell Mathewson <cmathewson@cmrepartners.com>
Subject: RE: Bellevue's Comprehensive Plan Update processes

Hello Campbell,
Apologies for the delayed response. After making inquiries, it sounds like the best course of action is for you to submit a public records request. Permits for transportation projects in the vicinity have been submitted in the past, which have included a SEPA checklist and NEPA review including multiple studies and documents. The more detail you could provide on exactly what you are interested in will help staff sort out what specific documents would be helpful.

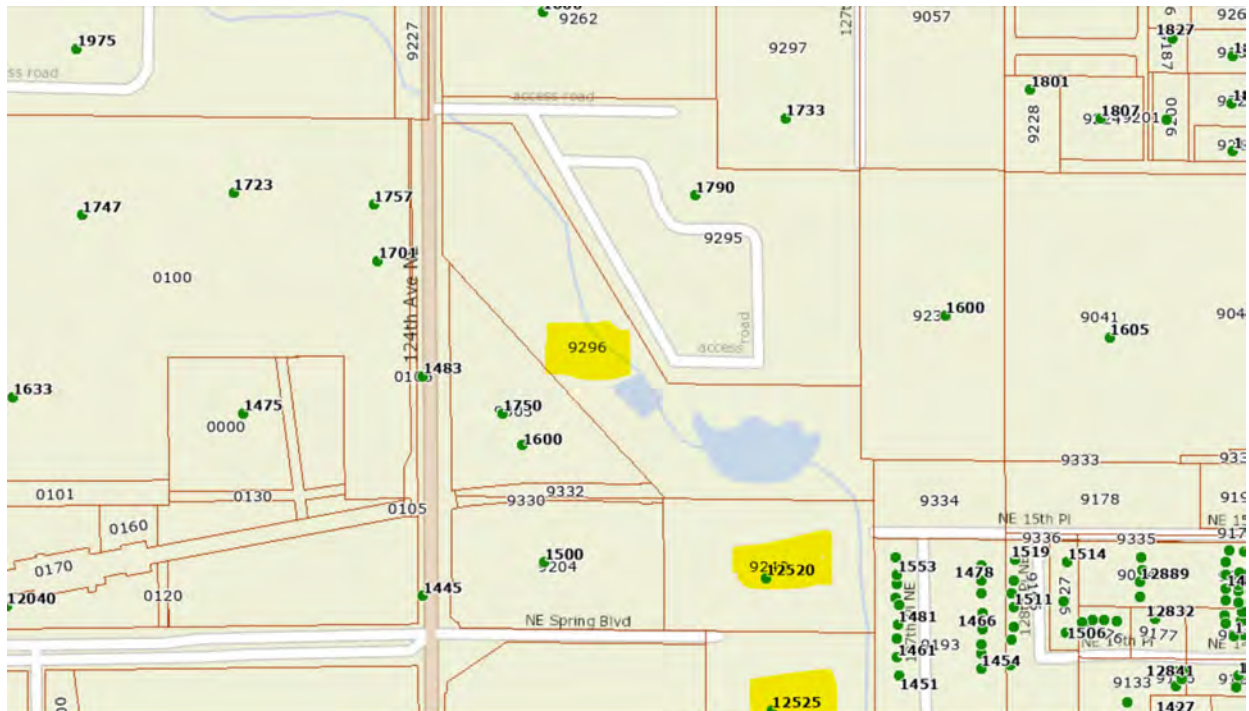
Here is the link to our public records request portal: [CITY OF BELLEVUE WA PUBLIC RECORDS CENTER \(govqa.us\)](http://CITY OF BELLEVUE WA PUBLIC RECORDS CENTER (govqa.us))

Thank you,
Gwen

From: Campbell Mathewson <cmathewson@cmrepartners.com>
Sent: Monday, December 5, 2022 10:23 AM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: RE: Bellevue's Comprehensive Plan Update processes

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

Hi Gwen. Thanks again for your help with the BelRed area. I hope you had a nice Thanksgiving. I'm reaching out to ask if you could point me to the right person at the City of Bellevue who may be able to provide the construction and environmental documents (e.g., wetland and/or stream studies) for recent work on the City of Bellevue's Utility and Parks properties located just east of 124th Ave. NE (see screenshot below)? Is there any easy place online where I can simply find such information? I'm happy to submit a FOIA request if that's the easiest way but figured I'd ask to see if it's already available online. Thank you.



Sincerely,
Campbell Mathewson
Managing Partner | CMRE Partners
11647 NE 8th Street | Bellevue, WA 98005
M: 206-910-2448
E: cmathewson@cmrepartners.com
W: www.cmrepartners.com
L: www.linkedin.com/in/campbellmathewson

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Friday, November 4, 2022 4:26 PM
To: Campbell Mathewson <cmathewson@cmrepartners.com>

Subject: Bellevue's Comprehensive Plan Update processes

Hello Campbell,

Per our conversation, below are links to the BelRed Subarea Plan and land use code as well as links to webpages regarding the update to Bellevue's Comprehensive Plan.

- BelRed Subarea Plan: [SP01_BelRed2010.pdf \(bellevuewa.gov\)](#)
- BelRed Land Use Code: [Part 20.25D BelRed | Bellevue Land Use Code \(municipal.codes\)](#)
- Sign up for alerts on the BelRed Look Forward webpage: [BelRed Look Forward | City of Bellevue \(bellevuewa.gov\)](#)
- Sign up for alerts on the Comprehensive plan here: [Comprehensive Plan | City of Bellevue \(bellevuewa.gov\)](#)
- Register for updates to Bellevue 2044 here: [Bellevue 2044 | Engaging Bellevue](#)

Please let me know if you have any questions or need additional information.

Thanks,
Gwen

Gwen Rousseau, AICP

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

From: [Campbell Mathewson](#)
To: [Rousseau, Gwen](#)
Cc: [Folsom, Drew](#)
Subject: Re: Bellevue's Comprehensive Plan Update processes
Date: Friday, January 6, 2023 1:01:46 PM
Attachments: [image001.png](#)

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Thanks Gwen, as always. I'm a couple years away from considering a residential project in the BR-OR zone and am just trying to do some early due diligence on what an application and staff report might look like for an already-submitted residential project in BelRed (ideally in BR-OR but I know those are few and far between so a nearby zone is also helpful hence my request for Holland's). Most jurisdictions I work in have pretty easy online access so I can download such info without having to bother the staff members but it sounds like that may not be the case in Bellevue? Anyway, could someone send me a recent application and staff report for a multi family project on BR-OR or similar zone? Or just let me know what else I need to do. Thanks so much. Have a great weekend.

Sincerely,
Campbell Mathewson
Managing Partner | CMRE Partners
11647 NE 8th Street | Bellevue, WA 98005
M: 206-910-2448
E: cmathewson@cmrepartners.com
W: www.cmrepartners.com
L: www.linkedin/in/campbellmathewson

On Jan 6, 2023, at 11:32 AM, Rousseau, Gwen <GRousseau@bellevuewa.gov> wrote:

Hi Campbell,
Happy New Year! For the Holland Chambers Apartments project, I would reach out to Drew Folsom, cc'd here. Drew is the Senior Planner in our Development Services department who has been assigned review of this project.

I would also recommend looking at our Building Bellevue [map](#) and signing up to receive updates on our weekly permit [bulletin](#), both of which provide info and have links to additional information.

Thanks,
Gwen

Get [Outlook for iOS](#)

From: Campbell Mathewson <cmathewson@cmrepartners.com>

Sent: Friday, January 6, 2023 9:00:14 AM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: RE: Bellevue's Comprehensive Plan Update processes

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

Hi Gwen. Happy New Year! I hope you enjoyed some time off. I have another, hopefully, quick question. If I wanted to review development applications for multi-family projects in the BelRed corridor, is there an easy online resource to do that? I've poked around a bit but have not found what I'm looking for. What I'm trying to get my arms around is some initial understanding of the development requirements in BelRed and I figured I might as well look at existing applications. As one example, in case this makes it easier, is there an easy place to find the initial land use application for the Holland Chambers Apartments (Design Review) | 1831 130th Avenue NE? Ideally I could find the initial application and then perhaps the staff report on this and other projects in BelRed which should give me a pretty good understanding of the key issues between developers and the City staff. Thanks for your help.

Sincerely,
Campbell Mathewson
Managing Partner | CMRE Partners
11647 NE 8th Street | Bellevue, WA 98005
M: 206-910-2448
E: cmathewson@cmrepartners.com
W: www.cmrepartners.com
L: www.linkedin.com/in/campbellmathewson

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Friday, December 9, 2022 8:06 AM
To: Campbell Mathewson <cmathewson@cmrepartners.com>
Subject: RE: Bellevue's Comprehensive Plan Update processes

Hello Campbell,
Apologies for the delayed response. After making inquiries, it sounds like the best course of action is for you to submit a public records request. Permits for transportation projects in the vicinity have been submitted in the past, which have included a SEPA checklist and NEPA review including multiple studies and documents. The more detail you could provide on exactly what you are interested in will help staff sort out what specific documents would be helpful.

Here is the link to our public records request portal: [CITY OF BELLEVUE WA PUBLIC RECORDS CENTER \(govqa.us\)](https://cityofbellevuewa.gov/ga)

Thank you,
Gwen

From: Campbell Mathewson <cmathewson@cmrepartners.com>
Sent: Monday, December 5, 2022 10:23 AM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: RE: Bellevue's Comprehensive Plan Update processes

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

Hi Gwen. Thanks again for your help with the BelRed area. I hope you had a nice Thanksgiving. I'm reaching out to ask if you could point me to the right person at the City of Bellevue who may be able to provide the construction and environmental documents (e.g., wetland and/or stream studies) for recent work on the City of Bellevue's Utility and Parks properties located just east of 124th Ave. NE (see screenshot below)? Is there any easy place online where I can simply find such information? I'm happy to submit a FOIA request if that's the easiest way but figured I'd ask to see if it's already available online. Thank you.

<image001.png>

Sincerely,
Campbell Mathewson
Managing Partner | CMRE Partners
11647 NE 8th Street | Bellevue, WA 98005
M: 206-910-2448
E: cmathewson@cmrepartners.com
W: www.cmrepartners.com
L: www.linkedin.com/in/campbellmathewson

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Friday, November 4, 2022 4:26 PM
To: Campbell Mathewson <cmathewson@cmrepartners.com>
Subject: Bellevue's Comprehensive Plan Update processes

Hello Campbell,

Per our conversation, below are links to the BelRed Subarea Plan and land use code as well as links to webpages regarding the update to Bellevue's Comprehensive Plan.

- BelRed Subarea Plan: [SP01.BelRed2010.pdf \(bellevuewa.gov\)](#)
- BelRed Land Use Code: [Part 20.25D BelRed | Bellevue Land Use Code \(municipal.codes\)](#)
- Sign up for alerts on the BelRed Look Forward webpage: [BelRed Look Forward | City of Bellevue \(bellevuewa.gov\)](#)
- Sign up for alerts on the Comprehensive plan here: [Comprehensive Plan | City of Bellevue \(bellevuewa.gov\)](#)

- Register for updates to Bellevue 2044 here: [Bellevue 2044 | Engaging Bellevue](#)

Please let me know if you have any questions or need additional information.

Thanks,
Gwen

Gwen Rousseau, AICP

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

From: [Abigail Pearl DeWeese](#)
To: [Johnson, Thara](#)
Cc: [Joshua E. Friedmann](#); [Rousseau, Gwen](#)
Subject: Re: Comp Plan Update / Bel-Red Property at 1150 124th Ave NE
Date: Tuesday, January 10, 2023 2:44:08 PM

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

Yes - I saw that come through. Thank you Gwen and Thara!

On Jan 10, 2023, at 1:55 PM, Johnson, Thara <TMJohnson@bellevuewa.gov> wrote:

Hi Abbey,

Gwen Rousseau who is lead on the BelRed Update will be scheduling the meeting and you should see something come through from her shortly. Looking forward to our discussion.

Thank you,

Thara

From: Abigail Pearl DeWeese <abigail.deweese@hcmp.com>
Sent: Monday, January 9, 2023 7:19 PM
To: Johnson, Thara <TMJohnson@bellevuewa.gov>
Cc: Joshua E. Friedmann <josh.friedmann@hcmp.com>
Subject: Re: Comp Plan Update / Bel-Red Property at 1150 124th Ave NE

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

Hi Thara,

Thanks for getting back to us. That time works for our team. We're happy to meet in person if that works on your side, otherwise Teams is great too. I'll look for your calendar invite.

Thanks!

Abbey

On Jan 9, 2023, at 1:01 PM, Johnson, Thara
<TMJohnson@bellevuewa.gov> wrote:

Hello Abigail,

Happy New Year to you. We would be happy to meet with you, and on our end Tuesday, February 7 at 9 AM would work.

Does that work for you and others from your team that would like to be part of this meeting? I can send out a meeting invite, if so.

Thanks,

Thara Johnson

From: Abigail Pearl DeWeese <abigail.deweese@hcmp.com>
Sent: Sunday, January 8, 2023 8:55 PM
To: Johnson, Thara <TMJohnson@bellevuewa.gov>
Cc: Joshua E. Friedmann <josh.friedmann@hcmp.com>
Subject: Comp Plan Update / Bel-Red Property at 1150 124th Ave NE

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

Hi Thara, I hope you enjoyed the holidays and are having a great first few days of 2023.

Josh and I are also supporting Swire Coca-Cola USA, which owns the 20-acre bottling and distribution site at 1150 124th Ave NE (APN 2825059048). It is the property from the NE corner of 124th Avenue NE and NE Bel-Red Road up to NE Spring Boulevard. As we hope you'll agree, this site's size and proximity to the Spring District presents a notable opportunity for potential change in the long-term planning context.

As the Comprehensive Plan update and EIS processes advance, the Swire team would like to meet with you to understand your perspectives on additional density on this site. They are considering whether the existing use is appropriate in the neighborhood or if they should relocate in the next several years. We can share more information on the site and it's potential to make a big dent in the City's goals.

Might your team have any available times the week of February 6th? We are essentially open:

1. Monday (2/6) other than 10-11 and 3-4;

2. Tuesday (2/7) other than 12-1 and 2:30-3:30;
3. Wednesday (2/8) other than 2-3;
4. Thursday (2/9) from 10:30 to 1:30; and
5. Friday (2/10) any time.

Of course, please feel free to let me know if a later week would be better. I'm still technically on parental leave, but I am back full time in February.

All the best,

Abbey

Abigail Pearl DeWeese

Hillis Clark Martin & Peterson P.S.

999 Third Avenue | Suite 4600 | Seattle, WA 98104

d: **206.470.7651** | 206.623.1745 | f: 206.623.7789

abigail.pearl@hcmp.com | www.hcmp.com | [vCard](#) | [view my bio](#)

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From: [Plummer David F.](#)
To: [Menard, Mathieu](#)
Cc: [Phyllis White](#); onebellevue@googlegroups.com; [Johnson, Thara](#); [Williams-Tuggle, Bryce](#); [PlanningCommission](#); [Nesse, Katherine](#); [Robertson, Jennifer S.](#)
Subject: Micro Apartment LUCAs
Date: Friday, January 13, 2023 8:36:08 PM

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

Hello Mr. Menard!

Thanks for the notice on the micro-apartments LUCAs virtual meeting; I'll plan to 'attend' the meeting via Zoom.

1. Can you email me the specific proposed amendments to the City's land use code that deal with this topic so that I can understand just what the City staff is proposing?
2. Does the staff have any current information on just what impacts the proposed amendments would have on the supply of micro apartments in the 16 City sub-areas (Bridle Trails, Bel-Red, Crossroads, etc.) over the 2023-2044 time period; if so, could you identify the analyses/reports that describe the expected impacts?
3. I live in a neighborhood within the Crossroads sub-area; it is referred to as Rockwood, or Rockwood Lane, and is bordered roughly by NE Bel-Red Road, 148th Ave. NE, NE 8th street, and 140th Ave. NE; there are about 210-250 single family homes (plus various multi-family residential units and businesses) in the neighborhood. How would the City determine how many micro apartments could be constructed in this neighborhood if the proposed LUCAs are approved by the City Council?

RSVP,

David F. Plummer

14414 NE 14th Place
Bellevue, WA. 98007

From: [Plummer David F.](#)
To: [Erickson, Elizabeth](#)
Cc: [King, Emil A.](#); [PlanningCommission](#); [Williams-Tuggle, Bryce](#); [Johnson, Thara](#); [Robertson, Jennifer S.](#); [Nesse, Katherine](#)
Subject: Presentation To Bellevue Planning Commission, 14 December 2022
Date: Sunday, January 15, 2023 1:19:54 PM

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Hello Ms. Erickson!

1. On chart #11 of your presentation, the 2021 median annual wages for certain Bellevue occupations are given: do you have any source data for these values, and any indication of the *mean* wage values, and the accompanying distributions of the annual income values; if so, could you identify the references for these data?
2. On chart #11 of your presentation, the lower part of that chart (apparently taken from Exhibit 4, pg 7 of CAI's Housing Needs Assessment report) lists annual incomes associated with various dwelling sizes: are these median or mean annual incomes, and what is the significance of tabular grouping titles "50% AMI, 80% AMI, and 120% AMI"?
3. Chart #17 of your presentation is titled "Mismatch of Sizes": Could you provide some explanation of what sort of 'mismatch' is implied by these percentage values, and how many bedrooms you would expect that each of the household sizes should have (this chart is apparently taken from Exhibit 7, pg 9 of CAI's Housing Needs Assessment report)?
4. Chart #21 of your presentation is titled "GapAnalysis"; it is apparently based on Exhibit 72, pg 78 of CAI's Housing Needs Assessment report:
 - 4.1. How were the values in columns 2, 3 and 4 of chart #21("Current Need", "Future Workers",...) determined, and why are there only 2 AMI income segments that have 'shortages'?
 - 4.2. Exhibit 11 of CAI's Housing Needs Assessment report shows the total future Bellevue housing need to be 35,000 units; although your chart 21 gives the same total, the actual sum in Exhibit 72 should be 35,001; and the actual total in chart 11 should be 36,001 (it appears that the entry for the value in the 51-80% row on your chart is 1000 units greater than the same value in Exhibit 72).
5. Chart #22 of your presentation is titled "Ongoing Regional Process"; the subtitle for this chart is "King County Wide Draft Need 2019-2044": what is the source for this chart, as it appears to show a total King County housing need of about 366,000 units for the period 2019-2044?

RSVP,

David F. Plummer

From: [Plummer, David F.](#)
To: [Menard, Mathieu](#)
Cc: [Robertson, Jennifer S.](#); onebellevue@googlegroups.com; [phyllis White](#); [PlanningCommission](#); [King, Emil A.](#)
Subject: Micro-Apartment Virtual Meeting
Date: Monday, January 16, 2023 10:36:21 AM

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Hello Mr. Menard!

I urge you to include some more specific information about the addition of ‘micro apartments’ to City's mixed-use areas (commercial and residential zoned properties) in the 19 January 2023 virtual meeting, for example:

1. Describe each of the proposed micro apartment configurations that the City expects to be constructed throughout the City, and the number of such units that could be built in each sub area of the City (Bridle Trails, Bel-Red, Crossroads, etc.); include a general description of the location in each sub area, as your map is too small to provide this information;
2. Explain whether ‘mixed-use areas (commercial and residential)’ include land use districts 20.10.180, 20.10.200, and 20.10.220, and or any other land-use districts.
3. Describe each of the proposed zoning/land-use code changes and show the impact on micro apartment building costs that would result if the changes were approved;
4. Describe the steps that would be taken by mixed-use-area property owners to actually construct micro apartment on their property;

From: [Plummer David F.](#)
To: [Menard, Mathieu](#)
Cc: [Phyllis White](#); [Johnson, Thara](#); onebellevuereads@googlegroups.com; [King, Emil A.](#); [PlanningCommission](#)
Subject: Re: Micro-Apartment Virtual Meeting
Date: Tuesday, January 17, 2023 12:01:20 PM

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Hello Mr. Menard!

Thanks for the partial response, but:

1. Is there a Planning Commission meeting scheduled for later this month, or next month; there are no meetings shown on the PC's schedule web pages)?
2. What about my questions #1; #3; and #4 (could you provide a citation (or citations) for the apartment permitting process)?

RSVP,

David Plummer

On Jan 17, 2023, at 10:23 AM, Menard, Mathieu <MMenard@bellevuewa.gov> wrote:

Hello David,

We will cover the proposed code amendments in more detail at the meeting on Thursday, including the proposed updates. Generally, the topics covered by the amendments are density, parking, bicycle parking, and multifamily play areas. The strike-draft of the proposed amendments will also be available in the Planning Commission agenda packet which should be uploaded to their website on Thursday, if you would like to see the exact language proposed.

Regarding location and permitting, the LUCA would not apply to any of the districts you list below and no changes to the permitting process are proposed. As micro-apartments are considered a multifamily use, they would follow the permitting process for apartments.

Thank you,

Mathieu Menard
Senior Planner
Development Services, City of Bellevue
425-452-5264 | mmenard@bellevuewa.gov

From: Plummer David F. <pdf3@comcast.net>
Sent: Monday, January 16, 2023 10:36 AM
To: Menard, Mathieu <MMenard@bellevuewa.gov>
Cc: Robertson, Jennifer S. <j.robertson@bellevuewa.gov>;
onebellevue@googlegroups.com; phyllis White <junkokimora@gmail.com>;
PlanningCommission <PlanningCommission@bellevuewa.gov>; King, Emil A.
<EAKing@bellevuewa.gov>
Subject: Micro-Apartment Virtual Meeting

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

Hello Mr. Menard!

I urge you to include some more specific information about the addition of 'micro apartments' to City's mixed-use areas (commercial and residential zoned properties) in the 19 January 2023 virtual meeting, for example:

1. Describe each of the proposed micro apartment configurations that the City expects to be constructed throughout the City, and the number of such units that could be built in each sub area of the City (Bridle Trails, Bel-Red, Crossroads, etc.); include a general description of the location in each sub area, as your map is too small to provide this information;
2. Explain whether 'mixed-use areas (commercial and residential)' include land use districts 20.10.180, 20.10.200, and 20.10.220, and or any other land-use districts.
3. Describe each of the proposed zoning/land-use code changes and show the impact on micro apartment building costs that would result if the changes were approved;
4. Describe the steps that would be taken by mixed-use-area property owners to actually construct micro apartment on their property;

From: [King, Emil A.](#)
To: [Plummer David F.](#)
Cc: [PlanningCommission](#); [Johnson, Thara](#); [Erickson, Elizabeth](#); [Phyllis White](#); onebellevuereads@googlegroups.com
Subject: RE: CoB Housing Needs Assessment Report dated 8 December 2022
Date: Wednesday, January 18, 2023 2:34:54 PM

Mr. Plummer,

The Housing Needs Assessment (HNA) report includes the full HNA deliverable from the Consultant. There is no addendum or appendix. Most of the references refer to raw data sources that are available online, such as Census data. Some are raw data sources that must be purchased, such as CoStar data. The raw data is used relatively directly. The example you gave of the CHAS data is a good example. That data is an average value. That is the value that was utilized- there was no additional manipulating of data. This means, as noted in the report, that some datasets include older data due to the nature of the frequency with which that data is gathered.

With regard to the “several other people” portion you reference, perhaps a better term would have been “several other groups of people” or a similar approach. As noted in the report, of course more than single digit numbers of people are anticipated to move into the city over the 20-year period referenced. The charts clearly depict the total numbers assumed based on the 35,000 new housing unit adopted target.

The report is not a definition of targets or other policy document, and as such is not set for approval by any body. It is a technical document that may be referenced in future policy discussions, as noted in the Planning Commission materials. The report is intended as a reference document, not a policy recommendation, and will be utilized as such.

Best regards,

Emil A. King, AICP

Planning Director

Community Development Department

City of Bellevue

425-452-7223

eaking@bellevuewa.gov

From: Plummer David F. <pdf3@comcast.net>

Sent: Tuesday, January 10, 2023 2:37 PM

To: King, Emil A. <EAKing@bellevuewa.gov>

Cc: Johnson, Thara <TMJohnson@bellevuewa.gov>; Erickson, Elizabeth <EErickson@bellevuewa.gov>; Phyllis White <junkokimora@gmail.com>; Williams-Tuggle, Bryce <BWilliams@bellevuewa.gov>; Robertson, Jennifer S. <j.robertson@bellevuewa.gov>; PlanningCommission <PlanningCommission@bellevuewa.gov>; onebellevuereads@googlegroups.com; Nesse, Katherine <KNesse@bellevuewa.gov>

Subject: CoB Housing Needs Assessment Report dated 8 December 2022

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click or open suspicious links or attachments.

Hello Mr. King!

Has CAI provided the City with any sort of addendum/appendix (or just a separate summary) for the City's 2020 HNA report that provides more specific identification of all the references identified in their report? I've found it very difficult (bordering on impossible) to locate the virtually any of the reference sources noted in the report.

In addition, I couldn't find any explanation for many of the 'imponderables' in the report; for example, CAI frequently identifies HUD CHAS 5-year 2015-2019 as a source, but the data from that source are 5-year average values, and CAI provides no explanation of the dispersion values for the expected values, and there is no explanation of how CAI adjusted (or extrapolated) the average values for use in their analyses if such adjustments were necessary. In the 'gap analysis' part of the report, on page 77, it is stated that the "... analysis assumes that the number of people who live in Bellevue today will continue to live in Bellevue, and that ***several other people*** (my emphasis) will move to Bellevue over the next two decades.": surely, there will be more than several people moving into Bellevue in the next 20 years.

In general, the lack of decimal or alphabetic section and paragraph designations for the report make it difficult to review and comment on it; in addition, there is no indication of the City's approval of the report, nor any bibliography; the document's utility would be improved if these changes were made. It would be helpful if the City would re-issue this report after a thorough editorial and format revision.

Regards; RSVP,

David F. Plummer

From: [Johnson, Thara](#)
To: [Rousseau, Gwen](#)
Cc: [Gallant, Kristina](#); [Whipple, Nicholas](#)
Subject: FW: Bel-Red Policies and Evergreen Center Check-In
Date: Wednesday, September 21, 2022 11:17:48 AM
Attachments: [image001.png](#)
[image002.png](#)

FYI

From: Charlie Bauman <charlie@guntowercapital.com>
Sent: Wednesday, September 21, 2022 11:00 AM
To: King, Emil A. <EAKing@bellevuewa.gov>; Tanus, Trisna <TTanus@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>
Subject: RE: Bel-Red Policies and Evergreen Center Check-In

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

Emil, Trisna, Thara – hope you are enjoying this last day of summer! Wanted to check in again, see if I can be of any help or provide further feedback, and share some additional thoughts on the comp plan and our property.

Quick background: As we have discussed, our goal for this property is to find a path forward that allows it to be redeveloped, helping to anchor and enhance the 130th station area while providing jobs and housing in Bel-Red. The major headwinds to this are the facts that 1) the current area plan would have the site intersected by two roads for a new street grid (that would only service our site), drastically reducing the buildable area; 2) the site has Goff Creek running through the middle, further decreasing the buildable area if all critical area setbacks are required; and 3) the site is already largely developed with operating buildings and the current zoning, allowed uses, and other code requirements place too many restrictions on development and do not provide enough of an increase in density to justify tearing down the existing buildings.

In our prior discussions I presented ideas and comp plan policy edits for increasing the allowed commercial use on the site, as a means of making redevelopment feasible. This is still a top priority for us, and I think a broader range of allowed uses is key to creating a vibrant 18-hour neighborhood, but I have also been studying other options with my team for a more housing focused redevelopment, since I know that is the top priority for Bel-Red. In short, providing enough housing density on this site to justify redevelopment is still challenging under the current comp plan, code, and site constraints, but I wanted to share some ideas for changes that could make it viable.

Some ideas to promote more housing density in Bel-Red:

1. Remove all floorplate size restrictions for structures below 85 feet in height. *This will allow more efficient buildings that can still be built out of wood rather than more expensive concrete/steel
2. Remove total perimeter block distance. *Currently maximum block perimeter is restricted to 1,300 feet. This requires large sites, such as Evergreen Center to build roads across the site, drastically reducing buildable area.
3. Remove residential FAR limits. Instead focus on height limits.
4. Rethink Bel-Red strid grid, and focus more on pedestrian connections, thru block connections, bike paths, etc., rather than a focus on vehicles (especially next to light rail!). *This has the same benefit of increasing buildable area, regardless of use.
5. Allow reduced setbacks and buffers for Goff Creek and critical areas, contingent on mitigation that improves the existing condition of the critical area.
6. Reduced parking – have maximum parking requirements rather than minimum, especially near light rail. Bel-Red's future is pedestrian and transit focused, not vehicle focused. Projects need flexibility to build the amount of parking that is actually demanded. Example: current parking demand is closer to .5 stalls per unit and decreasing. Building more parking than is needed, that sits vacant, is not only bad for the project, but bad for the environment, and bad for tenants since the added cost drives up rents.

These are just a few ideas that would make building residential housing much more feasible. One of the main takeaways is that these changes need to be adopted together, rather than piecemeal. For example, only increasing floorplate sizes doesn't help if the street grid, setback, and FAR limits still limit what can be built. Providing maximum flexibility for residential zoning is the best way to ensure housing actually gets built.

Below are a couple sketches of what a housing development could look like on the Evergreen Center site if these changes are adopted.

Please let me know any questions and if it will be helpful for me to incorporate these ideas into comp plan policies. I look forward to any feedback you have and am always happy to discuss. Best.



Charlie Bauman
425-802-3352

From: Charlie Bauman

Sent: Friday, August 12, 2022 3:58 PM

To: King, Emil A. <FAKing@bellevuewa.gov>; Tanus, Trisna <TTanus@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>

Subject: RE: Bel-Red Policies and Evergreen Center Check-In

Trisna, Emil, Thara – thank you again for the call yesterday. It is a huge help to be able to share our ideas with you and get feedback in real time. We know this is still towards the beginning of the look-forward process, but we are here to help. Hopefully we will work towards positive changes in the comp plan and code that will make it more likely that many of these sites are indeed redeveloped, transforming Bel-Red into the next great neighborhood!

The link below contains the packet I shared yesterday showing our vision for the Evergreen Center site. As discussed, this vision is not yet possible and will require a

number of substantive changes (street grid, amount of office, creek setbacks, etc.) to allow more flexibility in how the site is developed. But we are very excited about this potential future for the neighborhood, think it will be well received by the community, and will be a tremendous improvement to the existing industrial nature of the site.

I understand that there will likely be a mix of opinions on priorities for this area, e.g. housing vs. office, vehicular streets vs. pedestrian paths, stream mitigation, etc. Everything we are proposing has been well thought out and we are eager to share this vision in more detail, explain our reasoning, and discuss additional mitigation measures (on-site affordable housing, incentive zoning fees, public park easements, etc.), that might help bring this vision to reality.

I will continue to check back in from time to time and will appreciate any questions or feedback you can offer.

Thank you for your continued efforts!!

<https://incity.egnyte.com/dl/QOGuZKJ4jz>

Charlie Bauman
425-802-3352

-----Original Appointment-----

From: Charlie Bauman <charlie@guntowercapital.com>

Sent: Wednesday, August 3, 2022 2:28 PM

To: Charlie Bauman; Tanus, Trisna; Johnson, Thara; King, Emil A.

Subject: Bel-Red Policies and Evergreen Center Check-In

When: Thursday, August 11, 2022 9:00 AM-9:30 AM (UTC-08:00) Pacific Time (US & Canada).

Where:

Microsoft Teams meeting

Join on your computer or mobile app
[Click here to join the meeting](#)

Meeting ID: 244 246 750 233

Passcode: Ex5xev

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**EVERGREEN BUSINESS CENTER
CONCEPT PACKAGE**

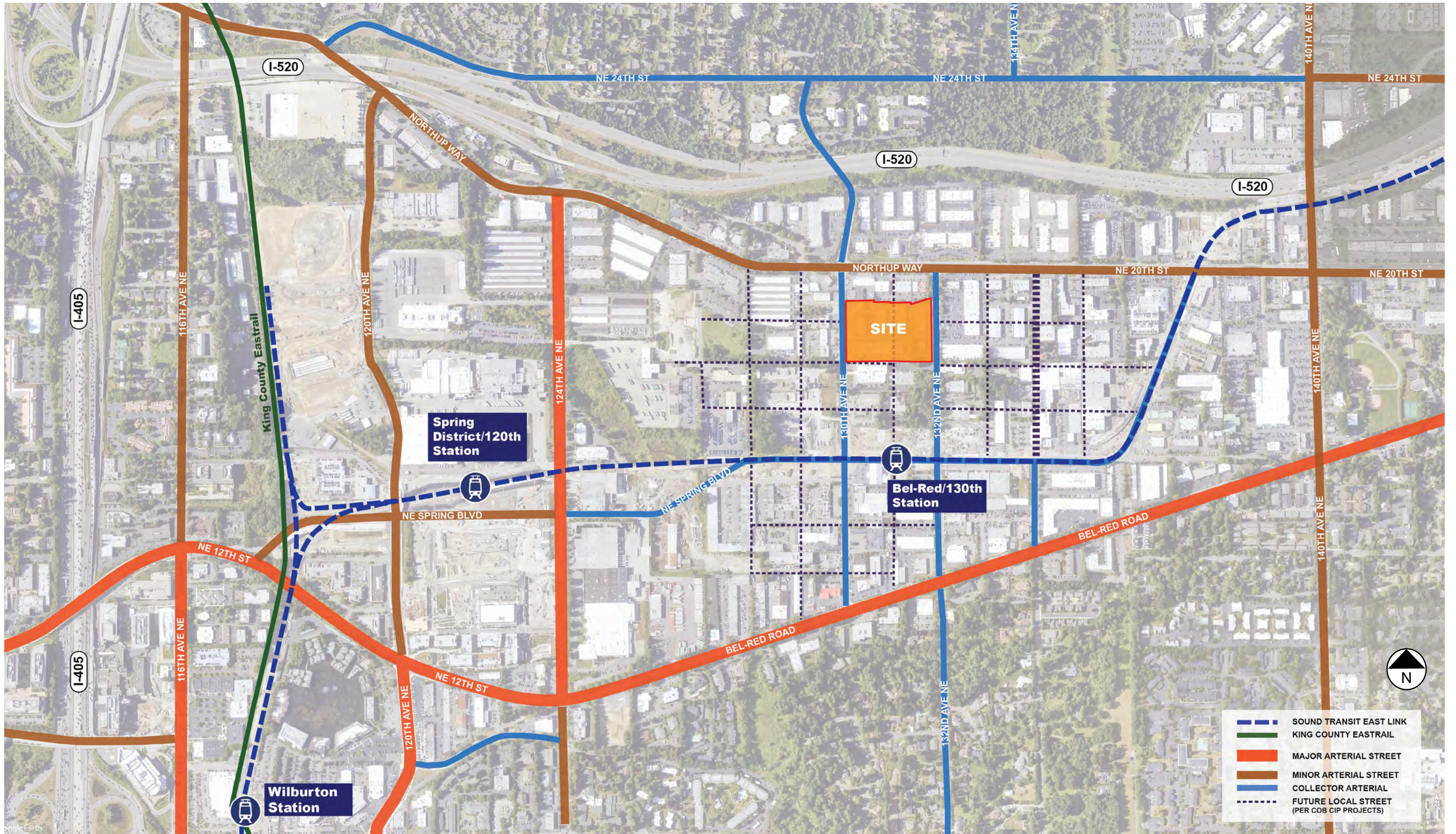


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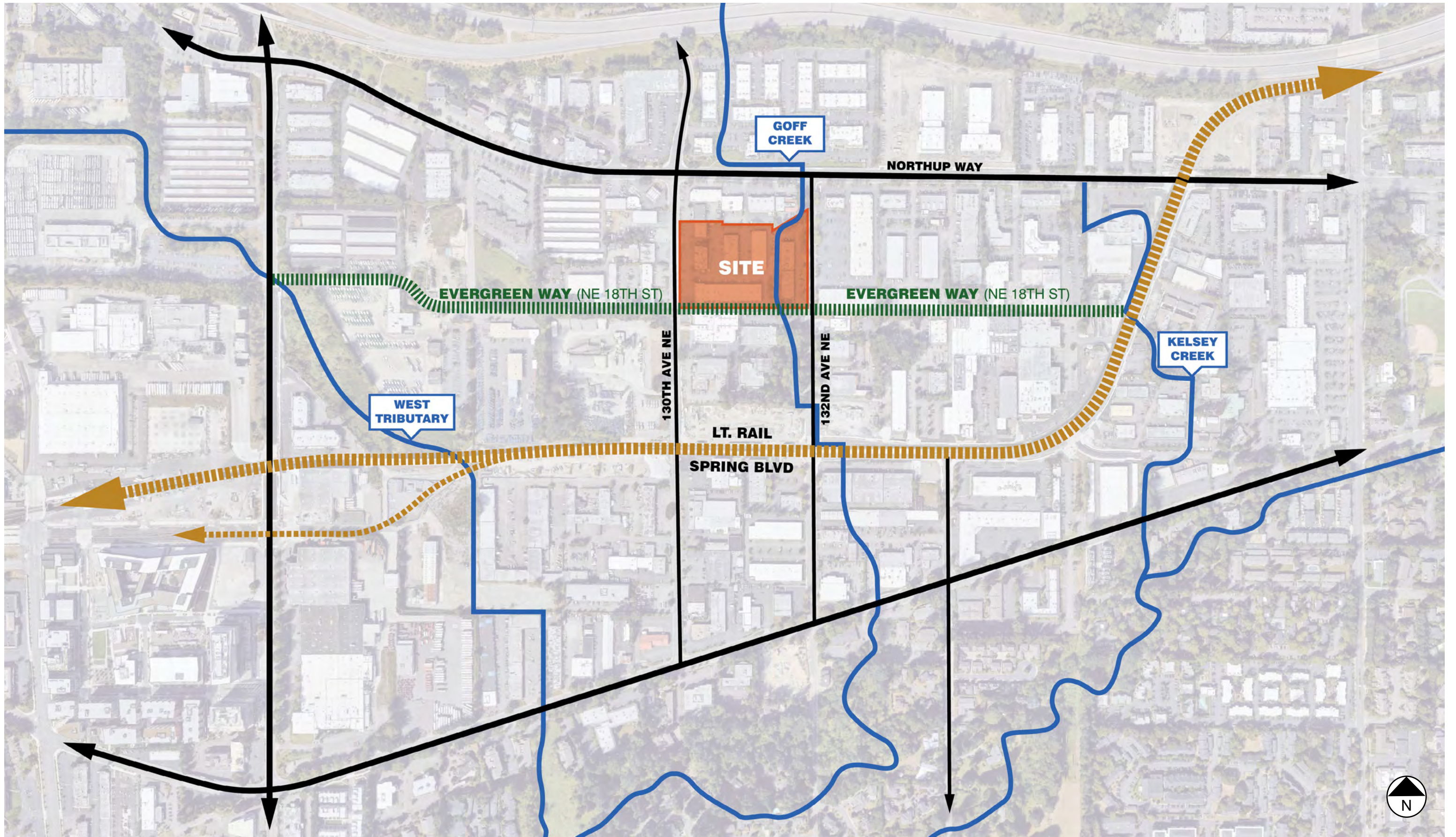


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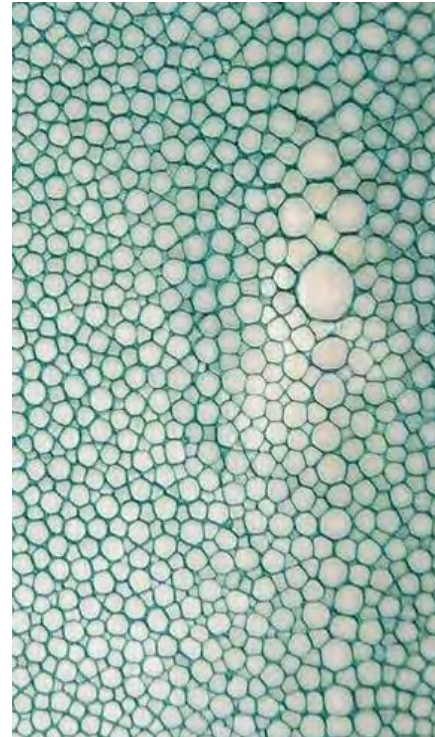
NEIGHBORHOOD CONTEXT



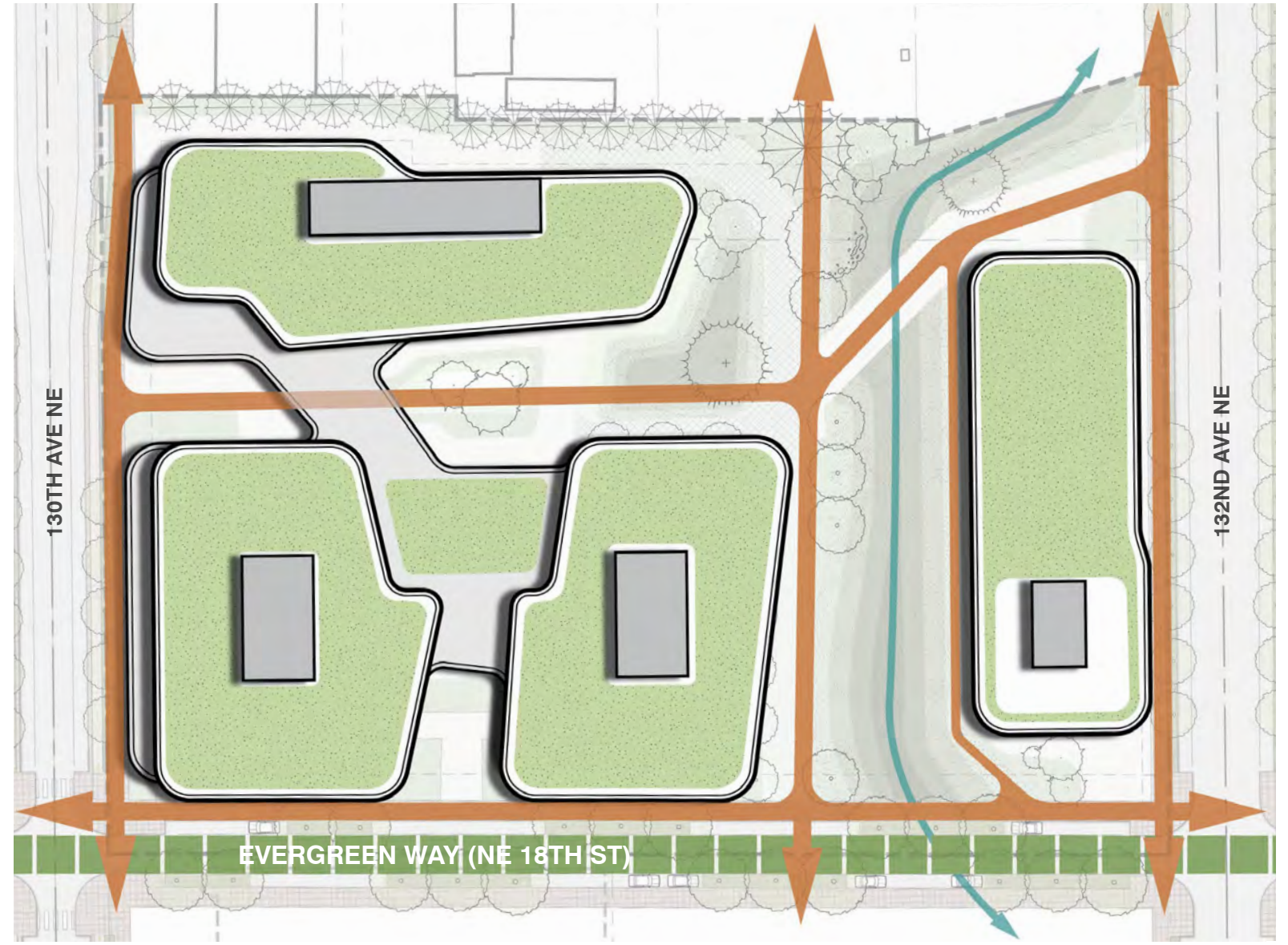
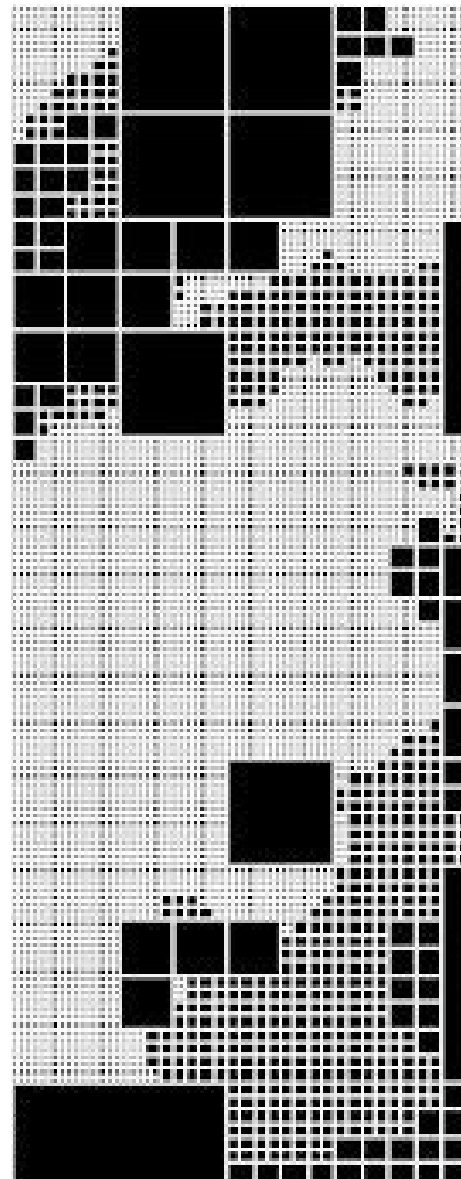




CONCEPT + SITE DESIGN

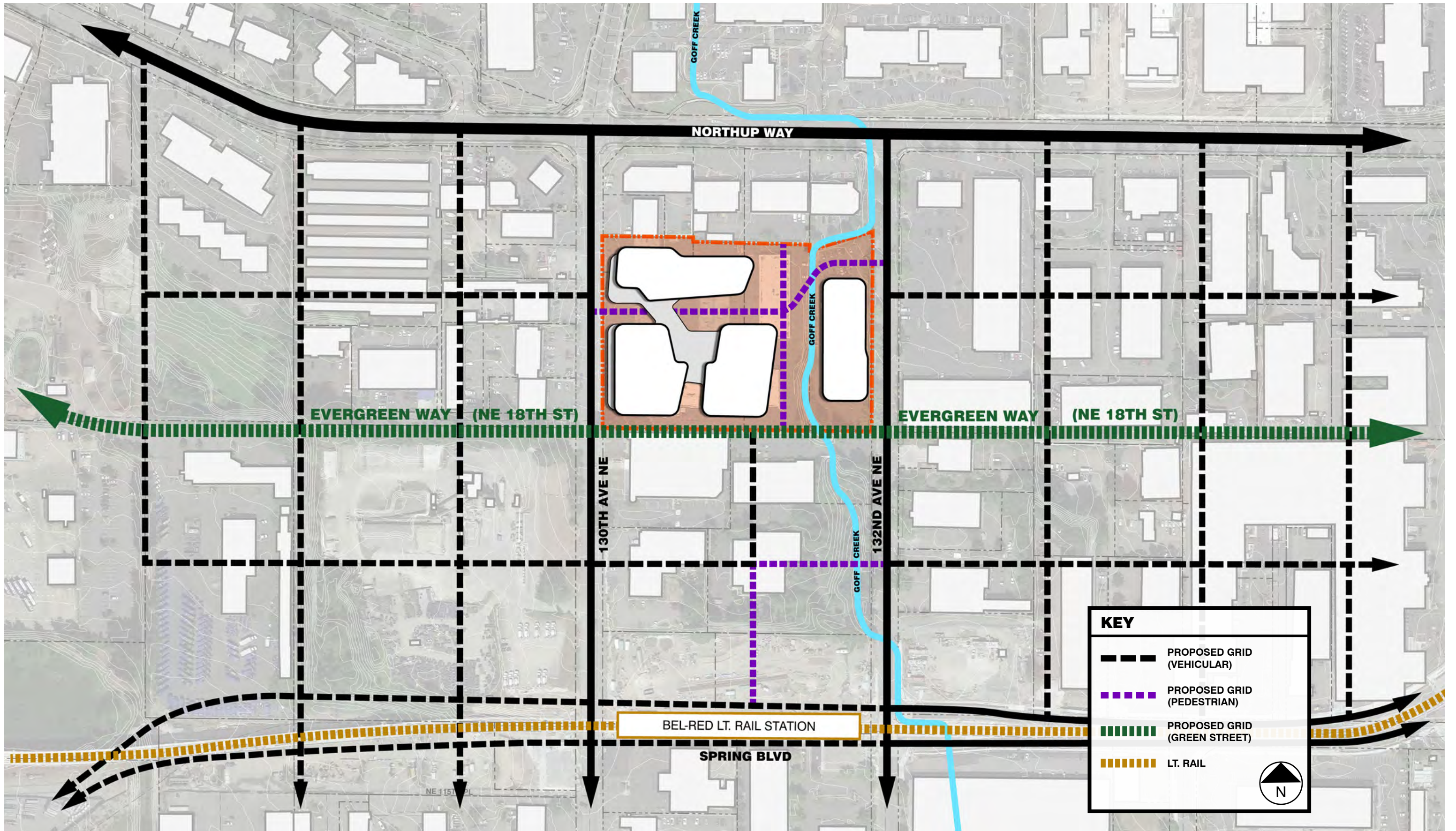


STRETCHED LATTICE - ENHANCED CONNECTIONS



CONCEPTUAL SITE PLAN











RIPARIAN CORE

An ecologically enhanced Goff Creek forms the heart of exterior landscape spaces. A range of circulation options and gathering spaces directly respond to the creek and provide dynamic ways to experience the site.



Creek crossing



Small scale gathering at creek edge



Pedestrian circulation at creek edge



Creek landscape influence on building courtyards and gathering spaces



URBAN EDGES

Streetscape design supports the architecture to present an appropriately scaled and active frontage to the community beyond. Generous plantings and pedestrian spaces frame the project while mitigating the higher traffic volumes of the North-South Avenues.

Evergreen Way is a unique opportunity to integrate landscape and pedestrian spaces within a street without compromising East-West vehicular circulation.



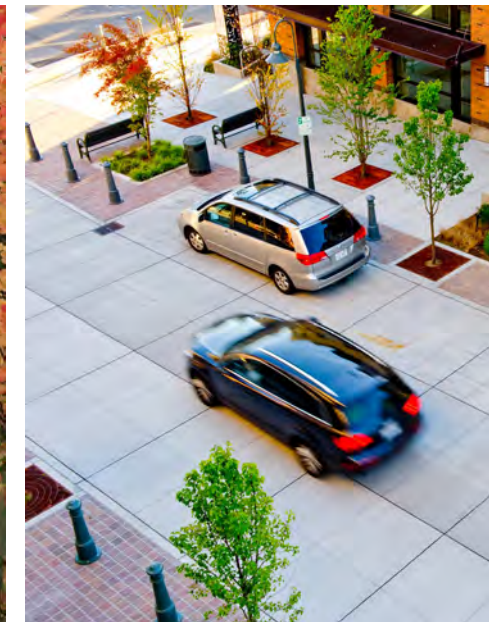
Active use and inside/outside relationship



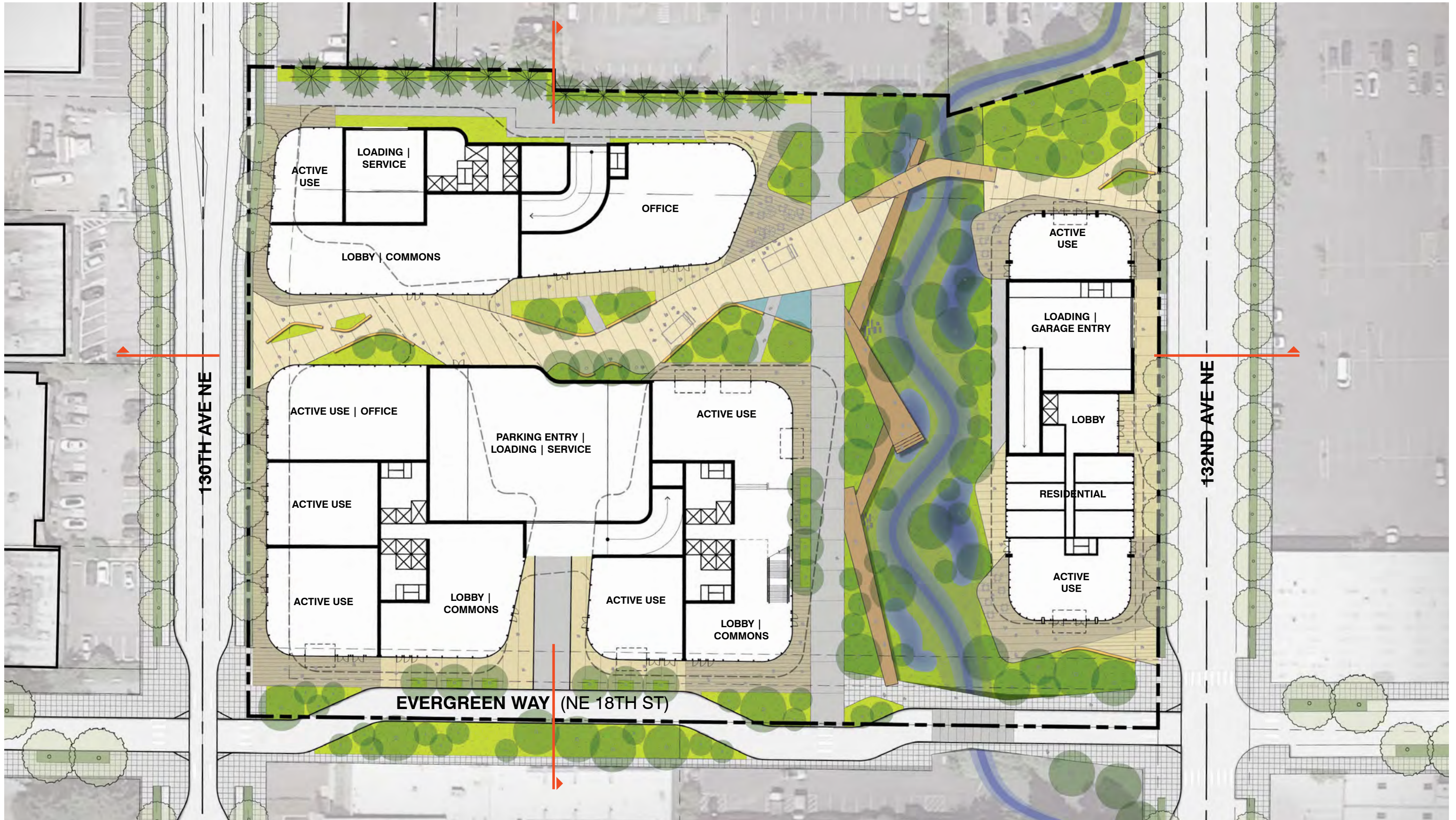
Enhanced and shared streetscape (Evergreen Way)

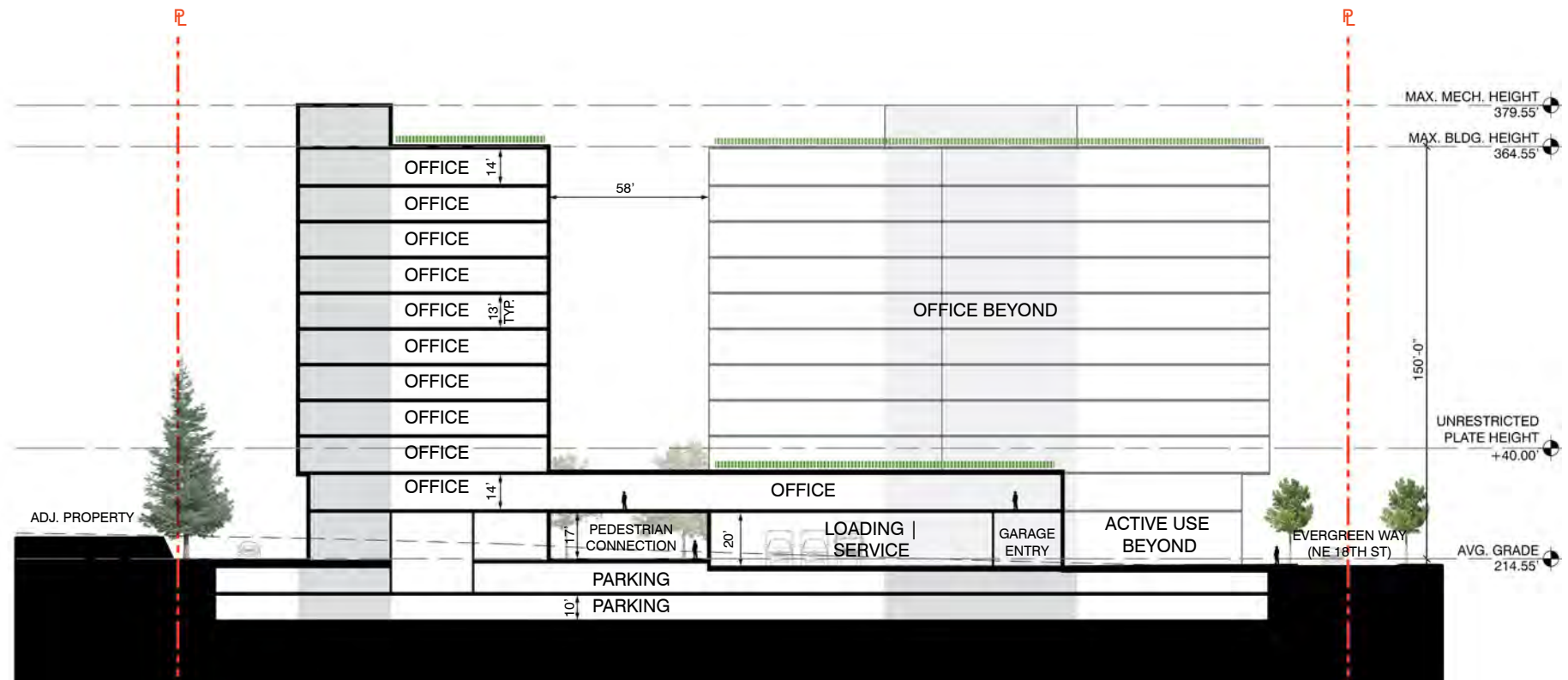


Landscape and stormwater opportunities at streetscape

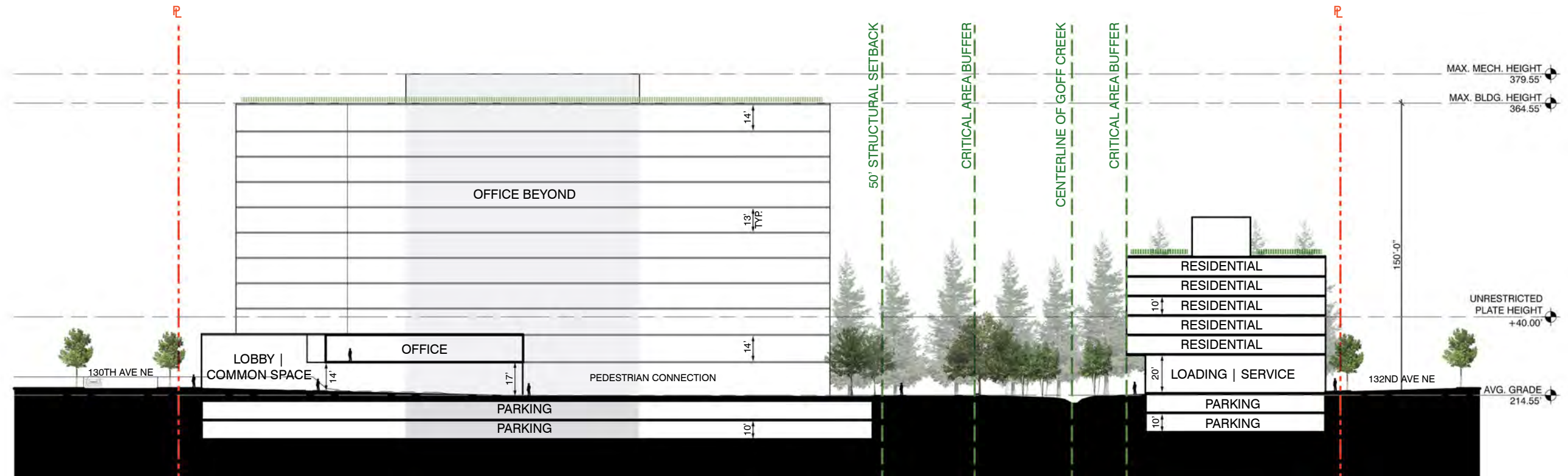
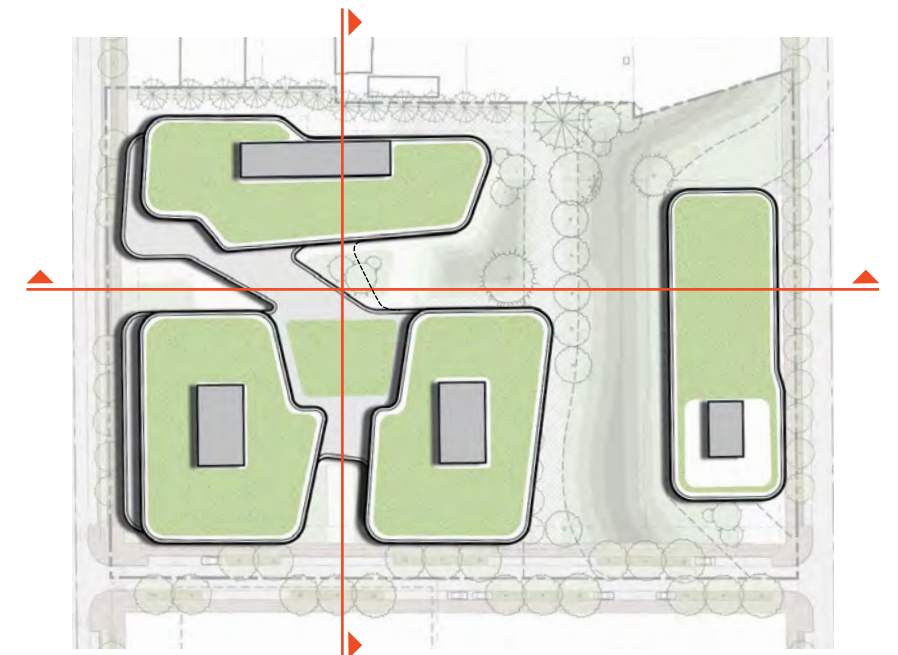


Enhanced and shared streetscape (Evergreen Way)





N-S SITE SECTION - COMBINED LOADING



E-W SITE SECTION - COMBINED LOADING







VIEW LOOKING NW - EXISTING



VIEW LOOKING NW - PROPOSED





VIEW LOOKING SW - EXISTING



VIEW LOOKING SW - PROPOSED





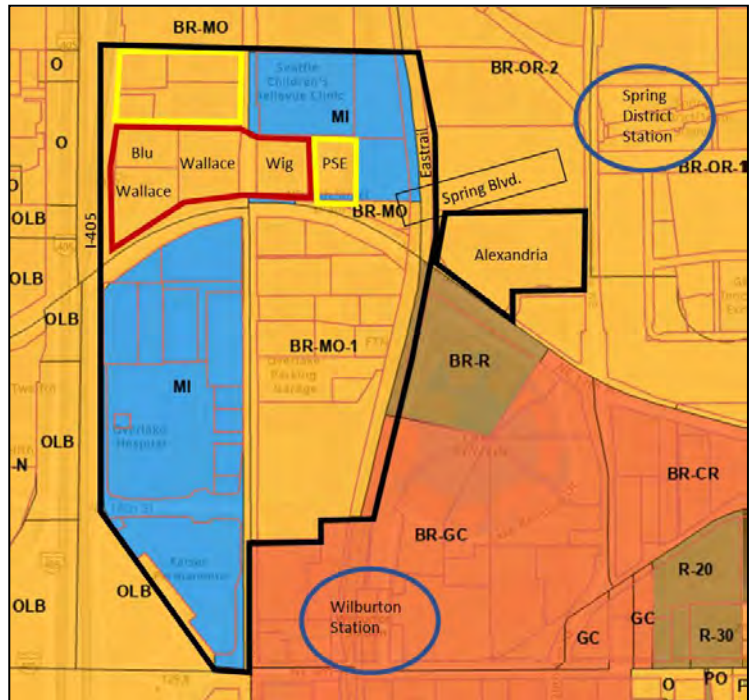
October 31, 2022

City of Bellevue Development Services Department
 Attn: Reilly Pittman
 450 110th Ave NE
 Bellevue, WA 98004
 Via Email: compplan2044eis@bellevuewa.gov

Re: Comprehensive Plan EIS Scoping Comments
 Request for Designation of NE 12th Street & 116th Ave. NE Properties as BR-MO-1

Dear DSD:

Thank you for this opportunity to comment on the scope of the Comprehensive Plan Major Update EIS (“Major Update”), which includes the Wilburton Vision Implementation. We are submitting comments on behalf of three property owners, representing all of the privately owned land adjacent to the north side of NE 12th Street between I-405 and Spring Boulevard, located at the addresses in the table below, and outlined in red in the map (collectively, the “Property”). We ask the City to extend the BR-MO-1 zone further north to include our Property as well as the four parcels to the north of us, which extend to the north boundary of the Children’s Hospital property. The siting and completion of the Wilburton and Spring District Light Rail Stations, the completion of Spring Boulevard and the completion of Children’s Hospital have all occurred since the last update to the Bel-Red Subarea Plan and, as discussed below, justify our request. In addition, we encourage the City to modify the Comprehensive Plan to incentivize a medical *and life sciences* corridor in the expanded BR-MO-1 area outlined in black in the map.



Address	Parcel	Owner
1407 116 th Ave. NE	292505-9023	Wallace Properties – Washington Park LLC
1414 116 th Ave. NE	282505-9105	Wig Properties LLC – Bell3
1417 116 th Ave. NE	292505-9307	Wallace Properties – Washington Park LLC
1427 116 th Ave. NE	292505-9329	Blu Compass LLC

October 31, 2022

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Specifically, we hereby make the following requests:

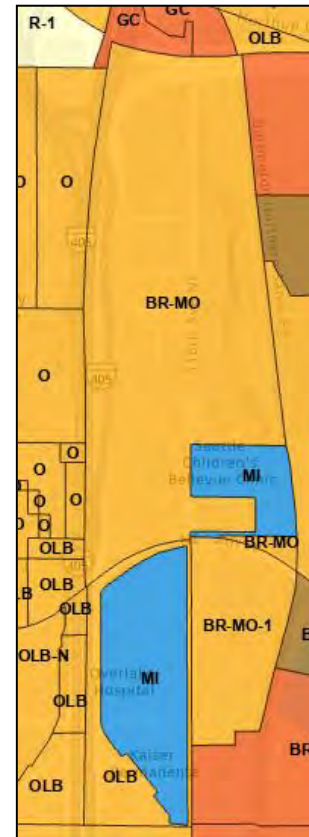
1. Through the Major Update process we request the City designate the Property as BR-MO-1 instead of the current zoning of BR-MO.
2. The land just south of the Property that is currently zoned BR-MO-1 is included in the Wilburton Study Area. We request that the City include the Property in the Wilburton EIS, or extend the same zoning criteria to the Property as is provided to the BR-MO-1 land on the south side of NE 12th Street.¹
3. Modify the BR-MO and BR-MO-1 land use code to incentivize the development of a medical and life sciences corridor in the area.

Bel-Red Medical Office (BR-MO) Zones. The existing BR-MO zone runs on either side of 116th Ave. NE from NE 12th Street to Northup Way, and has a 70' height limit and 1.0 FAR limit. These limits effectively preclude redevelopment of the land. The BR-MO-1 designation was granted to the property south of NE 12th Street on the east side of 116th Ave. NE. BR-MO-1 has a 150' height limit and 4.0 FAR. These zones were both created in the Bel-Red Subregional Plan (hereafter, "BRSP"), which was originally adopted in 2009 and has not been modified since.² The use policies for the BR-MO and BR-MO-1 zones are identical: "Provide for office uses in this area, with an emphasis on medical office..."³ The rationale for treating the BR-MO-1 differently from BR-MO was that it was thought to be within the walkshed of the hospital light rail station (now known as Wilburton Station), and the area north of NE 12th was not. As we discuss below, the Property is now within the walkshed of two light rail stations, which means it is within a development node and should be afforded the BR-MO-1 designation and the additional height and density that comes with it.

The following significantly changed conditions⁴ have occurred since the 2009 adoption of the BRSP:

1. Completion of Spring Boulevard and the Spring District Station.
2. Siting and Completion of Wilburton Station.
3. Completion of Children's Hospital.

We address each of these conditions below.



¹ In the event this request cannot be granted, we request that the City study the Property as BR-MO-1 in the Bel-Red Look Forward CPA/LUCA, which is scheduled to commence in 2023.

² See Figure S-BR.1 Bel Red Land Use Plan and the current Comprehensive Land Use Plan map, dated 9/27/21.

³ See Policy S-BR-86 as to the BR-MO-1 zone and S-BR-90 as to BR-MO.

⁴ For approval of Comprehensive Plan amendments the City Code looks for significantly changed conditions since the last time the Comprehensive Plan map or text was amended. LUC 20.30I.140.E. Significantly Changed Conditions. Demonstrating evidence of change such as . . . changed conditions on the subject property or the surrounding area, or changes related to the pertinent plan map or text; where such change has implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole. LUC 20.50.046.

October 31, 2022

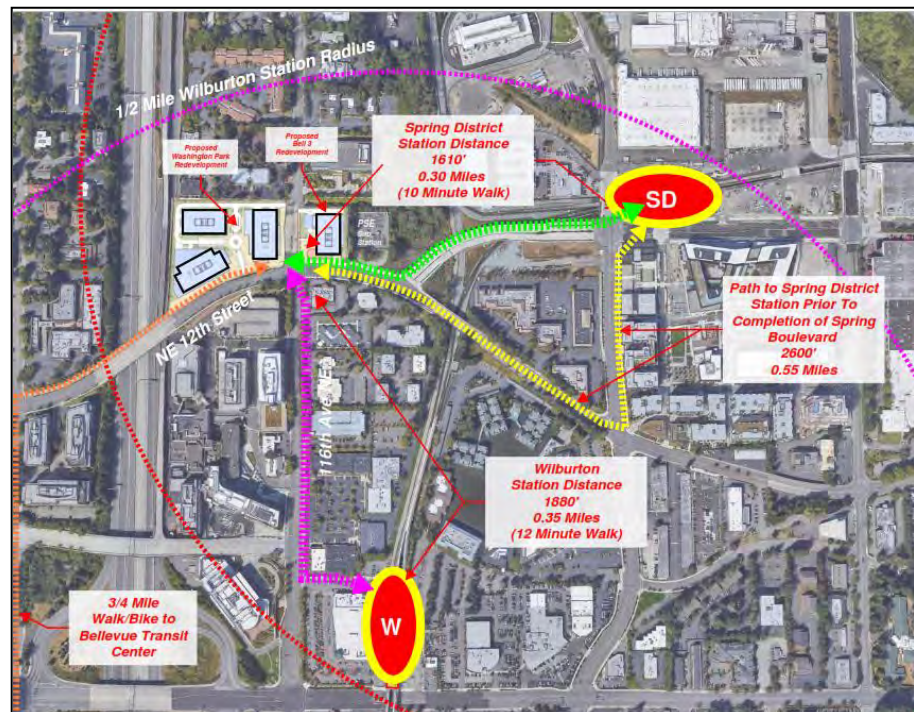
Page 3 of 8

Completion of Spring Boulevard and the Spring District Light Rail Station. A fundamental facet of the BRSP was the application of 4.0 FAR density to land, or “nodes” within the walkshed of a planned light rail station. The intro to the Neighborhoods/Districts section of the BRSP states:

“**Development Nodes.** The nodal development pattern concentrates development in the vicinity of potential future light rail stations, generally within a quarter-mile⁵ radius. Development nodes are located in the vicinity of Overlake Hospital, at 122nd Avenue NE, at 130th Avenue NE, and at 152nd Avenue NE (with a station in Redmond)... Land use intensities in these nodes can reach a maximum development intensity of 4.0 FAR...”⁶

Spring Boulevard opened to traffic in October, 2020 and by doing so brought the Property within the 10-minute walkshed of the Spring District Light Rail Station. The BRSP states, “The expansion of NE 16th Street [now known as Spring Boulevard] is a lynchpin project for Bel-Red. The extended corridor will be the key east-west arterial connection, tying together much of the new Bel-Red land use. It is also the City’s desired location for light rail and high capacity transit, and major new pedestrian and bicycle access across the Bel-Red area.”⁷

The transformative effect on the Property from the opening of the Spring Boulevard connection at NE 12th Street is hard to overstate. Not only does Spring Boulevard provide additional vehicular capacity to support an increase in density for the Property, it creates a level multimodal corridor that enables a leisurely, safe walk or bike connection directly to the Spring



⁵ The BRSP discusses a quarter-mile walkshed, but around 2013 with the adoption of the Growing Transit Communities Compact, the City and PSRC began analyzing a half-mile walkshed from light rail stations and other frequent transit stops. *E.g.*, Wilburton Vision Report, page 61, “A 10-minute or approximately 1/2 mile walkshed is generally accepted as the greatest distance people will walk to access transit.” In July, 2021 Bellevue amended the parking code to allow reduced parking minimums for projects “within one-half mile of a future light rail or bus rapid transit station scheduled to begin service within two years.” LUC 20.20.590.L.1.b.ii. *See also* the PSRC citation in footnote 9. The City approved the Vision 2050 plan.

⁶ BRSP, Page 41.

⁷ BRSP Policy S-BR-55.

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District light rail station. It also links the Property directly to the Spring District and the parks, jobs and housing therein. In *Exhibit A* we provide a walkshed analysis to show that not only is the Property within the one-half mile radius of the Spring District Station, but it is also within a 10-minute walk. This tremendous pedestrian connectivity between the Property and the Spring District was created solely by the opening of Spring Boulevard, and the additional infrastructure justifies the application of the “development node” BR-MO-1 zoning to the Property.

Siting and Completion of Wilburton Station. It appears from the text of the BRSP that even in 2009 the plan was to expand the higher density BR-MO-1 area to the area within the walkshed of the Wilburton Station once the location of the station was determined. BRSP Policy S-BR-86 states, “Initially higher intensities are limited to an area adjacent and to the east of Overlake Hospital, and heights may reach 150 feet. Sound Transit is contemplating an additional light rail station on either the northwest or southeast side of the [Overlake and Group Health] campus. When that station location is determined, an area of additional development intensity and height may be designated through a subsequent Comprehensive Plan amendment.”⁸ Not only has the Wilburton Station been sited, but construction of the station is complete, with the light rail line scheduled to open in 2024. The BRSP has not been modified since 2009 – this Major Update is the “subsequent Comprehensive Plan amendment” to which the BRSP is referring. As shown on the previous page, the Property is within a one-half mile radius of Wilburton Station. We have also provided a 15-minute walkshed map in *Exhibit A*. The Property is within the Wilburton Station walkshed,⁹ and therefore the higher density BR-MO-1 designation should be extended to the Property in the Major Update.

Completion of Children’s Hospital.

Children’s Hospital is located just north of the Property. The land was granted MI-DA3 zoning in July 2008, prior to the adoption of the BRSP in 2009. Despite being located further away from the Bel-Red development nodes than the Property, the Children’s site was granted a 100’ height limit, as compared to the BR-MO zone limit of 70’. The MI-DA3 zoning was developed contemporaneously with the City’s consideration and adoption of the BRSP. What constitutes the *change* is the completion of the hospital building in 2010, delivering:

- a. a much larger scale building to the north of the Property than existed previously;
- b. extension of higher intensity medical



⁸ Emphasis supplied.

⁹ Puget Sound Regional Council Vision 2050: A Plan for the Central Puget Sound Region, p. 132, Adopted October 29, 2020, states, “Walkshed, particularly in the context of light rail, is now typically defined as a one-half mile radius, a 10-minute walking distance, or a combination of the two. Used to measure the area in which walking or biking can serve as a viable way to access a transit facility.

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institutions further north up 116th Ave. NE from NE 12th to approximately NE 16th Street;
and

- c. an anchor for future medical and life sciences demand in the surrounding area.

Compliance with Rezone Criteria. The redesignation of the Property to BR-MO-1 also meets the decision criteria in LUC 20.30A.140 for rezones:

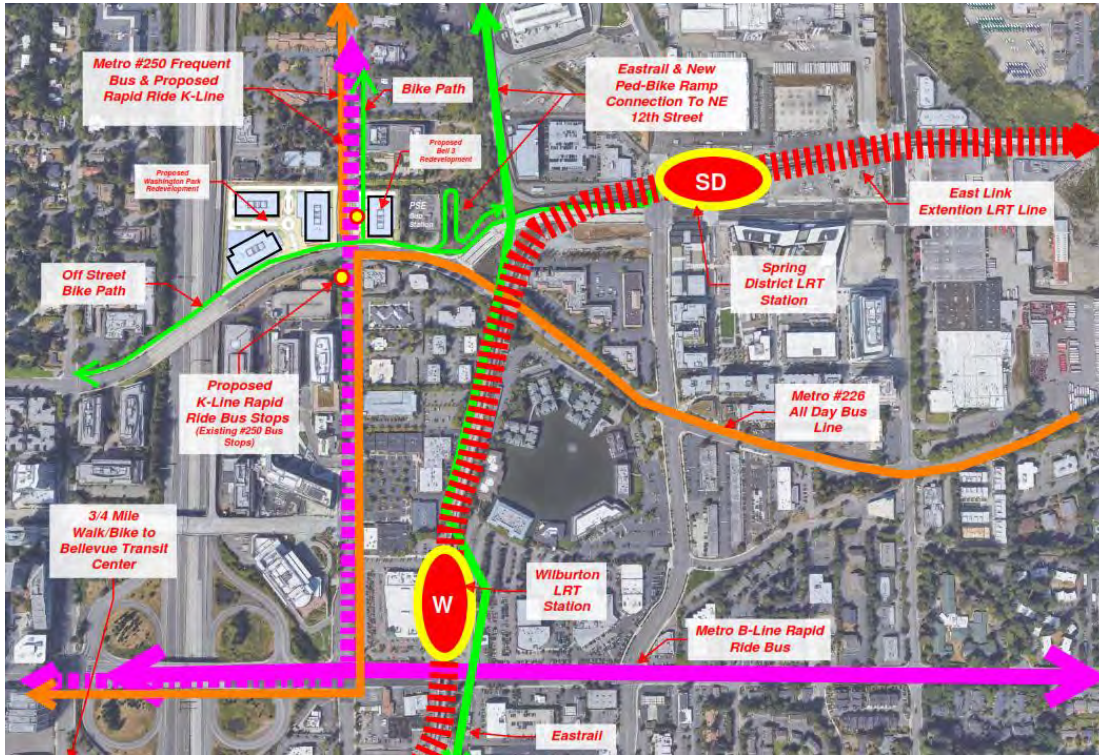
- The rezone bears a substantial relation to the public health, safety and welfare. The rezone will increase urban density and lead to the development of a medical office/life sciences hub in Bellevue that will drive Bellevue's economy, create good-paying jobs, and diversify the economy in partnership with technology uses.
- The rezone is needed because there is not currently enough BR-MO-1 zoned land to create a medical office/life sciences space hub. Medical centers and life sciences users prefer to be located in large clusters where they can utilize research and technology. Currently Bellevue lacks the zoning to be able to accommodate such a cluster.
- The rezone will not be materially detrimental to uses or property in the immediate vicinity of the property. The property is generally located next to I-405, and is surrounded by urban uses. Medical Institution zoning exists to the north and south of the Property, and it is bordered/buffered by I-405 and the Eastrail corridor to the west and east. The MI zoning permits larger scale buildings than BR-MO, with 140-200' tall buildings permitted on the Overlake Districts, and 100' tall buildings on Children's. The Development Propensity Map to the right assumes the building heights in Preferred Alternative of the Wilburton CAC recommendation are applied. The properties to the north are permitted to rise to 70' which means they are appropriate transition zones for the heights and density proposed.
- The rezone certainly has merit and value for the community as a whole. Again, support for this industry will drive and diversify Bellevue's economy and will create good paying jobs that will attract workers to Bellevue in a different area of the economy from simply tech office.



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Multimodal Transportation Infrastructure. It's also worth noting the amazing collection of multi-modal transportation infrastructure that now connects near the intersection of 116th Ave. NE and NE 12th Street, where the Property is located. In addition to light rail, Metro 250 & 226 currently provide frequent transit service, Rapid Ride K is in planning and would have a stop right at the intersection, and the Property is mere feet away from a ped-bike connection to Eastrail. NE 12th Street also provides a convenient and safe ped-bike connection back into Downtown Bellevue.



Conceptual Project Design. To assist the City's consideration of our request we have prepared viable concept designs that show what could be achieved in medical and/or life sciences buildings on the Property under the rules of the current BR-MO-1 zone. Please see *Exhibit B*.

Change of Circumstances. The siting and construction of the Wilburton and Spring District Light Rail Stations, opening of Spring Boulevard and completion of Children's Hospital to the north of the Property provide sufficient changes in circumstances since the time of adoption of the BRSP in 2009 to warrant designation of the Property as BR-MO-1. It appears that the BRSP intended for this to happen in the Major Update, at least for properties within the walkshed of the light rail stations. Even if it did not, it is inconsistent with City and regional policy to zone property within the walkshed of a light rail station at 1.0 FAR. There is ample justification for our request to rezone the Property to BR-MO-1. In addition, the rezone of the Property to BR-MO-1 complies with the City's rezone criteria, and our conceptual designs and development propensity maps show that development of this scale on the site would complement the surrounding area.

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Proposed Modifications to the BR-MO-1 Zone. Along with the Major Update the City is pursuing the update to the Wilburton Subarea Plan under the moniker “Wilburton Vision Implementation” (“WVI”). The WVI includes the existing BR-MO-1 zoned land in the study area. Our second request is for the City, in the WVI, to apply the same changes to the Property that it applies to the BR-MO-1 zoned land. In that regard we offer comments for the City to consider in regard to the WVI.

We believe the City has an incredible opportunity to create and expand its planning for a medical/life sciences hub surrounding its Medical Institutions. The City should capture this opportunity to diversify its economic base, and to lay the groundwork to become a leader in life sciences, biotechnology, and medical advancements. The purple areas on the map show the Overlake, Kaiser Permanente and Seattle Children’s hospital areas as well as the existing medical office buildings surrounding these anchors.



Relevant to the idea of a medical *and* life sciences corridor is the parcel labeled “Alexandria Research Center”. The parcel was acquired by Alexandria Real Estate Equities in 2021, and they are currently leading the way in the design and construction of Bellevue’s first life sciences campus on the site, totaling 1.2 million square feet. The project highlights the opportunity the City has in zoning the 116th Ave. NE corridor and the NE 12th/Spring Boulevard corridors for medical and life sciences, and how the south and east extents of the area are served by the light rail stations.

To that end, we offer the following Major Update scoping comments with respect to both the Property and the existing BR-MO-1 area:

- Adjust the uses, building floorplates, setbacks, densities to create a medical center, biotech, and life sciences hub.
- Consider in the alternatives how the BR-MO-1 zoning could be modified to better support and foment the creation of a medical center/biotech hub, by considering the following changes:
 - Delete the lot coverage limitations; this is in an urban area
 - Delete the several upper level setback and setback limitations that reduce the ability for labs and medical uses to achieve large floor plates
 - Consider increasing floor plate limitations
 - Delete the Critical Areas Overlay District from application in Growth Centers (except for wetlands and creeks)


October 31, 2022

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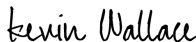
- o Delete the Critical Areas Development density/intensity the “Critical Areas Penalty” in all Growth Centers; consider whether there is any actual net environmental benefit achieved to the protected critical areas by reducing density in Growth Centers.
- Assuming the Bel-Red FAR Amenity Incentive system remains, increase the Base and Maximum FAR, allowing a base 3.0 and max 5.0 FAR, and allow non-residential buildings to achieve 50% of the Tier 1 FAR through payment of a fee-in-lieu for affordable housing and 50% for parks and streams.
- We ask the City to refrain from studying the conversion of the BR-MO-1 area to a “Mixed-Use Node”, as is proposed in Alternative 3. The Mixed-Use Node would emphasize housing and not medical. Whether looking at the current uses of BR-MO-1 or the future opportunities, disincentivizing medical is a poor idea. All of the Wilburton scoping alternatives include large amounts of land to be zoned with an emphasis on residential development. Preserving this small corridor will not hamper the City’s housing goals and it is important to preserve the medical cluster.
- At the same time, we are not opposed to the City adding housing as an option in the BR-MO-1 and BR-MO areas, so long as it does not interfere with the ability to develop medical office and life sciences buildings.
- None of the alternatives shown include the “no-man’s land” of the 116th Ave NE corridor north of NE 12th in either Growth Center or a specific Neighborhood Plan/Study Area. This corridor should be added to a Growth Center.

We encourage the City to embrace a vision of growth in this planning exercise, and to consider how the City can welcome and house cutting edge biotech/medical/life sciences companies that can truly change the world. We appreciate your consideration of these scoping comments. Please do not hesitate to reach out should you have any questions about these comments.


Sincerely,

DocuSigned by:

 002F142352F840E

Eric Hansen
Manager,
Blu Compass LLC

DocuSigned by:

 BE7216AA9DA547C

Kevin Wallace
Manager,
Wallace Properties –
Washington Park LLC

DocuSigned by:

 73EECEC27718478

Leshya Wig
Partner/Managing Director,
Wig Properties LLC

Cc: Brad Miyake
Diane Carlson
Michael Katterman
Emil King

Exhibit A: Light Rail Station Proximity; Mobility Map; Growth Areas, Employers & New Projects; Development Propensity Map; Wilburton Station Walkshed Map; Spring District Station Walkshed Map

Exhibit B: Conceptual Design of Blu Compass, Wallace, Wig Property with BR-MO-1 Zoning

From: [P Banks](#)
To: [Rousseau, Gwen](#)
Subject: RE: Final Week of Scoping for Comp Plan Environmental Review
Date: Tuesday, November 8, 2022 6:13:48 AM

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

Hi Gwen,

I do get the updates...thank you.

Regards,

Patrece Banks
425-351-0047

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Friday, November 4, 2022 4:12 PM
To: P Banks <PacTide@msn.com>
Subject: RE: Final Week of Scoping for Comp Plan Environmental Review

Glad to hear you went the portal, Patrece. I would recommend signing up for alerts on the Comprehensive Plan webpage here: [Comprehensive Plan | City of Bellevue \(bellevuewa.gov\)](#) as well as registering for updates on the project's Engaging Bellevue website here: [Bellevue 2044 | Engaging Bellevue](#).

Please feel free to reach out and let me know if you have any questions or need additional information.

Thanks,
Gwen

From: P Banks <PacTide@msn.com>
Sent: Friday, November 4, 2022 10:48 AM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: RE: Final Week of Scoping for Comp Plan Environmental Review

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

Hi Gwen,

Appreciate the notification and did go to the portal. Look forward to further information on this.

Regards,

Patrece Banks
425-351-0047

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Wednesday, October 26, 2022 3:04 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: FW: Final Week of Scoping for Comp Plan Environmental Review

Hello all,

This is the final week of scoping for Bellevue's Comprehensive Plan environmental review. You have till **4 pm on October 31** to submit a comment on the scope. Your comments can include both **specific land use changes** as well as **specific elements** of the environment you would like to see analyzed as part of the review.

You can find more information out about the environmental review and the current comment period in the notice below and here: <https://bellevuewa.gov/2044-environmental-review>, or you can submit a comment directly on the city's online portal here: <https://comment-tracker.esassoc.com/bellevue/index.html#/26/welcome>.

Comments received during this scoping period will help inform the range of alternatives and elements analyzed during the environmental review. The review will begin this winter with completion anticipated in the spring of 2023. Once complete, a draft environmental impact statement will be released for further comment, and from there, a preferred land use alternative will be developed.

Please let me know if you have any questions about the scoping comment period, the environmental review or general questions related to the Comprehensive Plan Periodic Update or the BelRed Look Forward.

Thank you,
Gwen

Gwen Rousseau, AICP

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

From: City of Bellevue <bellevuewa@public.govdelivery.com>
Sent: Monday, October 24, 2022 11:37 AM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: Final Week of Scoping for Comp Plan Environmental Review

Illustration of Bellevue cityscape



Bellevue 2044 Environmental Impact Statement Scoping Period Ends Next Week

Earlier this year the City of Bellevue launched the Periodic Update to the Comprehensive Plan. Since launch, over 3000 community members have provided feedback online, via mail, and at virtual and in-person events.

This work has led to the development of several [draft growth alternatives](#) that look at where to focus growth, the types of housing the city would like to see more of, and how to achieve greater housing affordability.

As part of this planning process the city will be preparing an Environmental Impact Statement (EIS). The EIS process is used to analyze various land use alternatives for their probable negative environmental impacts and for identifying ways to address them. In addition, the EIS will include environmental analysis for the [Wilburton Vision Implementation](#).

Scoping is the first step in the EIS process. Scoping helps focus the EIS by identifying specific elements like carbon emissions, wildlife habitat or resident displacement that might be affected by the proposed growth alternatives. As part of the process members of the public can raise any concerns about potential environmental impacts of each alternative.

The 30-day public comment period began on Thursday, September 29, 2022, and ends on Monday, October 31, 2022.

Community members and stakeholders are invited to submit comments at our [online portal](#) or via email to CompPlan2044EIS@bellevuewa.gov.

People can visit bellevuewa.gov/2044-environmental-review to learn more about the EIS process and review documents.



Update your subscriptions, modify your password or e-mail address, or stop subscriptions at any time on your [Subscriber Preferences Page](#). You will need to use your e-mail address to log in. If you have questions or problems with the subscription service, please contact [Subscriber Help](#).

This service is provided to you at no charge by the [City of Bellevue](#).

This email was sent to grousseau@bellevuewa.gov using GovDelivery Communications Cloud on behalf of: City of Bellevue WA · 450 110th Ave NE · Bellevue, WA 98009 · 425-452-6800



From: [Whipple, Nicholas](#)
To: [PlanningCommission](#); [Robertson, Jennifer S.](#)
Cc: [Johnson, Thara](#)
Subject: FW: Mixed-Use -- FYI ONLY, PLEASE DO NOT REPLY ALL
Date: Thursday, March 9, 2023 8:45:29 AM
Attachments: [image001.png](#)

***PLEASE DO NOT REPLY ALL *** For information only ***

Good morning Chair Ferris, Vice Chair Bhargava, and Councilmember Robertson,

Please see below the response sent to Pamela Johnston regarding the micro-apartments Land Use Code Amendment.

Thank you.

Nick

Nick Whipple

Code and Policy Planning Manager
Development Services, City of Bellevue
425-452-4578 | nwhipple@bellevuewa.gov

From: Whipple, Nicholas
Sent: Thursday, March 9, 2023 8:41 AM
To: 'p johnston' <pamjjo@msn.com>
Subject: RE: Mixed-Use

Good morning,

Thank you for the question about whether the Office and Limited Business (OLB) Land Use District allows residential development. The district description you are referencing provides a general overview of the Land Use District. The Land Use Charts in [LUC 20.10.440](#) give information on the specific uses allowed within a land use district. Dwelling units are permitted within the OLB Land Use District at a density of [30 dwelling units per acre](#). I hope this information is helpful.

Thank you,

Nick

Nick Whipple

Code and Policy Planning Manager
Development Services, City of Bellevue
425-452-4578 | nwhipple@bellevuewa.gov

From: p johnston <pamjjo@msn.com>
Sent: Wednesday, March 8, 2023 7:40 PM
To: Johnson, Thara <TMJohnson@bellevuewa.gov>; Whipple, Nicholas

<NWhipple@bellevuewa.gov>

Cc: PlanningCommission <PlanningCommission@bellevuewa.gov>; Robertson, Jennifer S.

<j.robertson@bellevuewa.gov>

Subject: Mixed-Use

Importance: High

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

The map from the Micro-apartments code implies that all mix-ed use areas have residential units. I don't see that the uses in some districts includes residential.

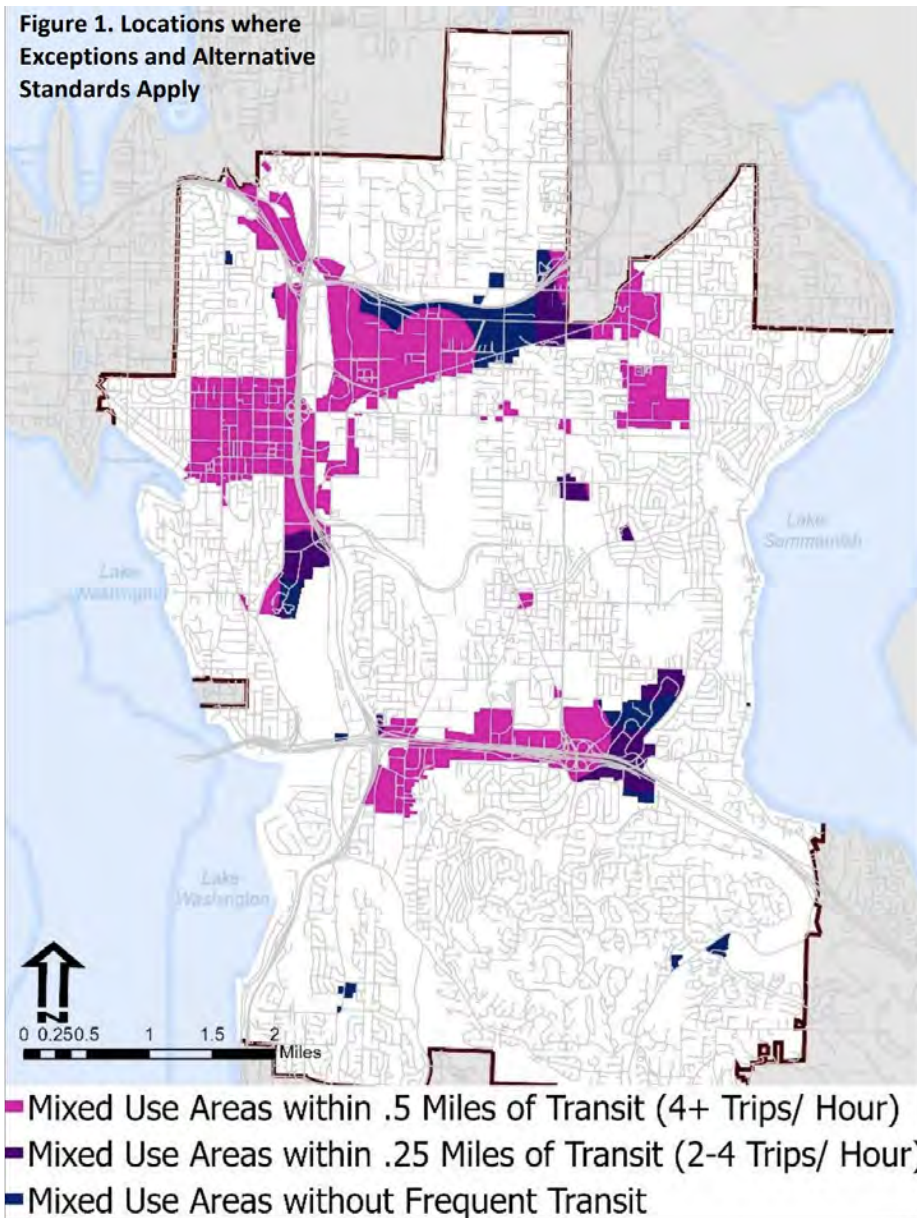
It appears that this change in use incorporated in micro-apartment code that goes beyond the scope and may need to be a comp plan amendment.
For example, OLB from the code does not allow residential.

Please elaborate on how residential uses are allowed in all colored areas.

20.10.280 Office and Limited Business District (OLB).

Office and Limited Business Districts provide areas for the location of integrated complexes made up of offices, hotels or motels, eating establishments and retail sales accessory to permitted uses. Such districts are located in areas that abut and have convenient access to freeways and major highways. (Ord. 4654, 6-6-94, § 12; Ord. 3145, 9-27-82, § 13)

Figure 1. Locations where Exceptions and Alternative Standards Apply



— *pamela johnston*
425-881-3301



2044 Comprehensive Plan Recommended Growth Policies

To: Council Leaders, Planning Commission, Sustainability Leads, Planning Leads

From: People For Climate Action – Bellevue

August 2023

Dear Leaders,

People For Climate Action Bellevue (PCA-B) appreciates the work being done on the Comprehensive Plan to come up with a Recommended Growth Alternative for the 2044 Comprehensive Plan that will allow additional urban density for affordable housing while achieving Bellevue’s stated livability and climate objectives.

We support additional density to supply the level of affordable and “missing middle” housing needed to allow people who work in Bellevue to live in Bellevue. We believe the City can achieve the needed density while simultaneously achieving our greenhouse gas emissions (GHG), tree canopy, and other livability goals. We believe additional goals/values should be added to the Comprehensive Plan regarding climate resilience as we now understand how urgently we need to adapt to the ever-worsening climate crisis.

Balanced Density

As we investigate and select a Growth Alternative, the amount of additional density allowed needs to be balanced against the climate impacts of construction and buildings. We also worry that “over densification” could degrade existing neighborhood character. Here are some specific concerns:

1. Mid and high rises throughout the City, including Wilburton and BelRed, should be “sustainable” all wood structures thereby limiting the amount of steel and concrete used. All use of structural steel should be strictly limited to only the coupling connections or the necessary reinforcement of wood and timber structural frame elements. These restrictions will substantially reduce the inherent carbon intensity of materials used in new buildings. This policy would limit Wilburton and BelRed zoning to 15 stories.
2. Neighborhood character should be protected throughout the City.
 - a. The highest density in Crossroads should be limited to MU-M zoning or ten stories.
 - b. All Neighborhood Centers and shopping centers - Kelsey Creek, North Towne, Newport Hills, Eastgate, Lakemont Village, Lake Hills Village, BelEast, etc. should be limited to MU-L or 4 stories.

Holistic Policies

Our Comprehensive Plan must significantly mitigate future greenhouse gas emissions and other climate impacts. Because we are not currently on track to meet our 2030 GHG emissions goals, and because 2030 is only six years away, the new Comprehensive Plan will not succeed unless we can exponentially accelerate climate actions and participation rates of businesses and residents. As such, the Comprehensive Plan must implement very assertive climate, livability and resilience policies, and these policies must be fully integrated with all housing, building and transportation policies.



To that end, PCA-B would like to recommend the following growth policies be added to the Comprehensive Plan.

Housing Policies:

1. High density building concentrations should be limited to areas within a 15-minute walk of a public transit hub, i.e., a convergence of 2 or more bus/transit lines, not just a single line stop.
2. Permitting policies and incentives should be in place to ensure the target amount of affordable and “missing middle” housing is built.
3. Post construction, policies and accountabilities must be in place to ensure housing stock remains affordable and “missing middle” in the future. For example, the City should require any new housing development being permitted to be somehow subsidized so that at least 20% of the living units are affordable for families having income that is between 20 and 40% of the local mean income.
4. Redevelopment parcels should be highly favored over greenfield development. Also, policies and incentives should make it advantageous to remodel and reuse existing structures, so long as they are upgraded to current new building code standards.
5. Open green space within the developed perimeter should be required for high density building developments of more than 10 living units per acre.
6. Subsidized childcare centers should be required/incented within high density building developments of more than 20 living units per acre.
7. Grocery stores should be required/incented within a 10-minute walk of all high density housing developments.

Construction and Renovation Policies:

1. Gas and HFCs (Hydrofluorocarbons) systems and appliances need to be aggressively phased out. Phase out schedules and conversion resources should be well publicized. Compliance audits and penalties should be in place for both new and existing building stock.
2. All new windows should have a complete assembly U-value rating of less than .20 and must include thermal breaks in the window frames. [These restrictions will lessen heat gain and loss through window openings.]
3. The City should require all new roofs to either (a) have a high coefficient of at least 60% sunlight reflectance, or (b) be 75% shaded in summer after 10 years, or (c) have sustainable living green roof plantings covering 80% of its area, or (d) be 80% covered with solar panels.
4. The City should prohibit concrete retaining walls. All new structures in areas zoned for high density, city-wide, should be designed without the use of concrete extending more than two feet above the natural soil surface.
5. All use of structural steel should be strictly limited to only the coupling connections or the necessary reinforcement of wood and timber structural frame elements. These restrictions will substantially reduce the inherent carbon intensity of materials used in new buildings.
6. The City should require sidewalk and street trees be included/upgraded in all new buildings and renovations.
7. Strong requirements and permitting limitations should be in place to preserve and maintain existing trees over 6 inches in diameter on both private and public property including schools, recreations centers, parks, and other public facilities.



Transportation Policies:

Transportation policies must ensure high volumes of residents can efficiently move around within city limits including:

1. Substantial increases in the frequency of public transit trips connecting with locations zoned for high density concentrations, such that wait times are not more than 15 minutes in normal daytime hours, i.e., 7 AM to 9 PM.
2. Intercity transportation networks and capacity (ex. # seats, dedicated road capacity, route designs, direct connections) should be designed to transport users at speed i.e., similar to driving times, between high density areas on the City.
3. Free and discounted transit passes should be made available based on income.

Resilience and Livability Policies:

Resilience policies must be put in place to reduce heat island effects, provide heat refuge, and widely conserve water including:

1. The City should substantially restrict the amount of surface parking used in any high-density development. Parking should be undergrounded or covered to mitigate space consumption and heat island impacts.
2. All new surface parking areas should have a permeable surface.
3. Existing parking surfaces should be incented to “green up” by upgrading to permeable surfaces and tree coverage.
4. The City should require 75% summer tree canopy shading cover of any new driveway, roadway, or new surface parking areas within 10 years of their creation.
5. The City should require EV charging stations for all parking stalls in any new building development.
6. The City should require that any new development parcel in a high-density zone be populated with trees that will within 10 years shade 30% of the total parcel's land area in summer. The City should have penalties for noncompliance to incent owners to care for their trees.
7. The City should either create or require the development of largely shaded (in summer) park land within a 15-minute walk of any area zoned for high density housing development (i.e., in excess of 10 living units per acre) so as to maintain the City's current per capita ratio of park land area to resident population.
8. The City should require preservation of all wetlands.
9. For all new construction or major renovation, the City should require daylighting of all naturally flowing streams with natural soil and sparsely rock reinforced embankments, with no concrete embankments, and with 80% summertime tree cover shading within 5 years of daylighting.
10. Climate resilient native tree species should be recommended by the City and incentives be in place to plant and maintain those tree species.
11. All buildings over 10,000 sq.ft. should be required to capture and reuse grey water.
12. All new construction, including all residential, should be required to capture and use rainwater for landscape irrigation.
13. All new construction and renovation should be required to install water wise irrigation.



Climate Oriented Plan

House Bill 1181, which became law this year and is undergoing rulemaking by the Department of Commerce, requires most cities in King County to include a climate change and resiliency element in their comp plan progress reports in 2029. Since waiting until 2029 will greatly reduce the likelihood of cutting greenhouse gas emissions 50% by 2030, we urge inclusion of this element in 2024 comp plan updates.

This June, Commerce issued their “Early” version of model guidelines for a comp plan’s climate and resiliency element. [Here is their guidance from June \(pdf\)](#). They reference “over 200 measures” that local governments may consider for inclusion in their climate element. The narrative says, “*These measures are the core of the model element that the state team was charged to deliver.*” Commerce has subsequently issued over 200 draft measures here: [Menu of Measures](#) .

People for Climate Action – Bellevue strongly urges Bellevue to include a climate change and resiliency element in the Final Comprehensive Plan and include many of the measures drafted by Commerce.

Thank You

Thank you for your serious consideration of our policy suggestions aimed at exponentially accelerating climate actions and participation rates. We know the staff are working diligently to develop policy language for the Comprehensive Plan and PCA-B exists to partner with Bellevue to facilitate a rapid transition to a more sustainable and resilient City.

Thank you!

People For Climate Action Bellevue Leaders

From: [Rousseau, Gwen](#)
To: tsangwlim@gmail.com
Subject: BelRed Transportation webpage
Date: Thursday, May 18, 2023 1:48:00 PM

Hi Tsang,

Here is the link to the BelRed Transportation 130 project webpage:

[130th Avenue NE Corridor | City of Bellevue \(bellevuewa.gov\)](#)

Gwen Rousseau, AICP

Pronouns: She/her

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

Note: My working hours are typically between 8:30AM – 6:30PM. My teleworking days are typically Tuesdays and Fridays -- with every other Friday taken as a flex day. Please refer to my Outlook calendar for which Fridays I will be out of office.

From: [Court Olson](#)
To: [Devon Kellogg](#); [David Morton](#); [Marilyn Subala](#); [Rachel \[Rheya\] Molloy](#); [Bonnie Shipman](#); [howardhrrsn@gmail.com](#); [Gene Olson](#)
Cc: [David Godfrey](#); [Barbara Braun](#); [Dave Russell](#); [Phil Ritter](#); [Willard Westre](#); [Annie Phillips](#); [cynthervin@msn.com](#); [Robin Briggs](#); [Ron Snell](#); [Sarah Richards](#); [Iris Antman](#); [Terry Jorgensen](#); [Linda Golley](#); [Stacey Valenz](#); [Vicki Grayland](#); [Steve Bolliger](#); [David Perk](#); [Emanuel](#); [fletcherann@msn.com](#); [Colleen Clement](#); [Callie Ridolfi](#); [Anne Udaloy](#); [Hollytownes](#); [Linda Hagedorn](#); [Kristi Weir](#); [Gwen Hanson](#); [Marilyn Mayers](#); [David Ramsay](#); [David Perk](#); [Dan Streiffert](#); [scottpatterson108@gmail.com](#); [Greg Smith](#); [paulared325@hotmail.com](#); [Neal Anderson](#); [Brady Nordstrom](#); [Paul Bruno](#); [AA](#); [April Stevens](#); [Cameron Barajas](#); [Alice Meng](#); [Jonny Lu](#); [Christopher Randels](#)
Subject: Comp Plan climate & resilience element suggestions for Redmond & other cities
Date: Tuesday, August 29, 2023 6:13:47 AM

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

Hello Devon, and other Redmond friends.

I'm copying friends outside of Redmond here, hoping that they will read this and then dig into the details of what their city is doing on the comprehensive plan subject.

Though I don't live in Redmond, since you requested it, I'm happy to comment on Redmond's climate and resilience element first draft. I've not carefully read it all, but I have scanned many of the measures listed in the link provided in your forwarded email, below.

In brief, I think this first draft needs a lot of complex and difficult work.

As currently drafted, I'm worried that the city's climate and resilience element could mislead most Redmond residents into thinking that the city is ahead of other cities and achieving something impressive. Right now, as I read it, much of the draft is saying that the city hopes to develop many rather vaguely stated climate friendly actions, at some future dates that are left open. The list of measures in the buildings and energy section is especially weak in this regard. To me, the wording says that the city's comp plan may one day include yet to be detailed measures that would eventually address some climate change issues relating to buildings and energy. Many of the draft measures shown are unquantifiable and reflect vague aspirational policy statements without any meat or specificity that could be measured, and then potentially used to hold people accountable for actual implementation at a specified and early future date.

Take just this one copied measure for example:

CR-27 (UT-79 and UT-76)	Support and expand building energy efficiency programs, work towards net-zero energy buildings, and improve energy resilience in new and existing buildings. Prioritize low-income community members and overburdened communities.	ESAP Strategy B1 and B3
----------------------------	--	-------------------------

Missing details here include the following:

- What sort of "support" will the city provide? Money? Incentives? Technical expertise aid to building owners figure out what are the best efficiency improvements to be made? How will this happen? And what is the target deadline for implementation?
- What specific comprehensive planning rules and regulations will be implemented to require building owners to make such an energy efficiency transition?

- What does "working towards net zero" mean, and what is the time frame for that work to be accomplished? In my view, this is vague policy hype that lacks specificity. Let me detail an alternative.

FYI, WA State legislation (that I helped get passed in 2007) already does the heavy lifting for this goal by requiring the statewide energy code for new buildings to tighten every three years. This law stipulates that the code adjustment done in 2031 will require new buildings to use 70% less energy than buildings that were built to comply with the 2006 code. So, it turns out that in 2031 and later, new buildings could become "net zero" energy users annually, by simply putting enough solar panels on their roofs. (The Bullitt Center in Seattle is an example of how this can be done).

So, how could Redmond plan to augment the already in-place State law that gets new buildings very close to "net zero" by 2031? It could merely require a sufficient quantity of solar panels to be placed on the roof of new buildings permitted after 2031 to enable "net zero" annual energy consumption. A city could add that requirement to their city building code as an amendment. (If you are not aware, all cities must at least incorporate the State energy code standard as a part of their minimum local building code, but a city can add more strenuous code provisions for commercial buildings within their own code jurisdiction).

- Completely missed in the above climate measure draft about buildings is any reference to cutting the enormous carbon footprint that the building sector has. A city could significantly hold down growth of emissions by stipulating in the comp plan that all new buildings are required to use heat pumps for space heating and for water heating. (FYI, the state building code council recently mandated this to go into effect state-wide in July of 2023. Adding such a statement to a city's comp plan at this time would reinforce the code council's action. That would keep it in effect locally, should efforts to repeal the code council's ruling ever be successful).
- Also unaddressed in the above climate measure on buildings is the inherent "imbedded" carbon footprint of materials used in new buildings. Especially important is the use of steel and cement used in multi-story building structures. Both come with huge carbon footprints. A climate sensitive comp plan should require only sustainable wood framed structures in the future, and severely limit the use of steel and Portland cement. (BTW, as a practical engineering matter, that would also have the effect of limiting building heights to about 15 stories or less).

Though perhaps best addressed outside of a comp plan (because a comp plan is typically focused on growth), a city must also adopt stringent energy performance standards for existing buildings. Other U.S. cities have done this, and Seattle is currently attempting to do so. In many cities, existing buildings are currently close to half of the local GHG emissions

inventory problem. These emissions can and must be substantially curbed to achieve city-wide emission reduction commitments. Much needed performance standards for existing buildings should require both (a) achievement of high levels of energy efficiency, and (b) conversion to the use of only electric heat pumps for space and water heating.

Another emissions reduction action for existing buildings with potentially significant and early impact would be for a city to ban future installations of gas or oil furnaces and water heaters when existing ones reach their end of life. A city could require replacement with only electric heat pump equipment.

I could go on, but enough for now.

In conclusion, hats off to Redmond for making the political move to declare a climate emergency. However, so far, that declaration appears to have no bite. Redmond's drafted climate and resilience element needs a lot of work to give it meaningful impact. I see this as a complex and difficult undertaking requiring much expertise over different topics. Fortunately, there is still time to do that, provided that the city has the political intestinal fortitude to stipulate several detailed and potentially controversial measures, and it is willing to commit sufficient resources to write them up over the next year, and then promptly make them the law of their land.

I wish my Redmond friends good luck with making that happen!

(And good luck to those in other cities that have a similar challenge).

With kind regards,

Court

Court Olson
(he/him/his)
425-652-2777 (cell)

My standard PS: Unless we act quickly and decisively today to curb GHG emissions, climate impacts will get much much worse. The climate future and well-being of your kids and grandchildren is in your hands!

On Sunday, August 27, 2023 at 11:31:35 PM PDT, Devon Kellogg <devonkellogg@gmail.com> wrote:

Hi Court,

Below are links to Redmond's new [Climate and Resilience Element](#) and the new [Green Buildings Incentive Program](#). I'm very curious to hear your and the other PCA Steering Committee member's opinions of the programs.

Thank you!
Devon

----- Forwarded message -----

From: **City of Redmond** <Cityofredmond@public.govdelivery.com>

Date: Fri, Aug 25, 2023 at 7:04 AM

Subject: City of Redmond Washington Daily Digest Bulletin

To: <devonkellogg@gmail.com>

City of Redmond



Environmental Sustainability Newsletter - August 2023

08/24/2023





New Fuel Switching Incentives Available!

Do the smoke and this summer's hot temperatures have you considering air conditioning? The [Energy Smart Eastside Fuel Switching Incentive](#) is now available for households looking to switch to an efficient heat pump from natural gas, propane, wood, or oil heating sources.

Moderate-income households may qualify for instant rebates for qualifying products of \$1,500, plus manufacturer rebates for eligible products to help property owners use sustainable heating and cooling solutions.

[Learn more and apply today!](#)

Ridwell



FREE Styrofoam and Plastic Bag Recycling Pickup

The City of Redmond is partnering with Ridwell to offer all Redmond residents the opportunity to recycle Styrofoam, plastic bags, and plastic film from your doorstep for free.

Plastic film includes bubble wrap, some Amazon Prime shippers, clean Ziploc bags, and more.

This offer is open to all City of Redmond residents living in houses, condos, and apartments. It is currently unavailable for businesses, schools, or other organizations. You don't

have to be a Ridwell member to participate.

The next free recycling pickups are scheduled for Saturday, September 9 and 23.

[Learn more and sign up today!](#)

Surface Water



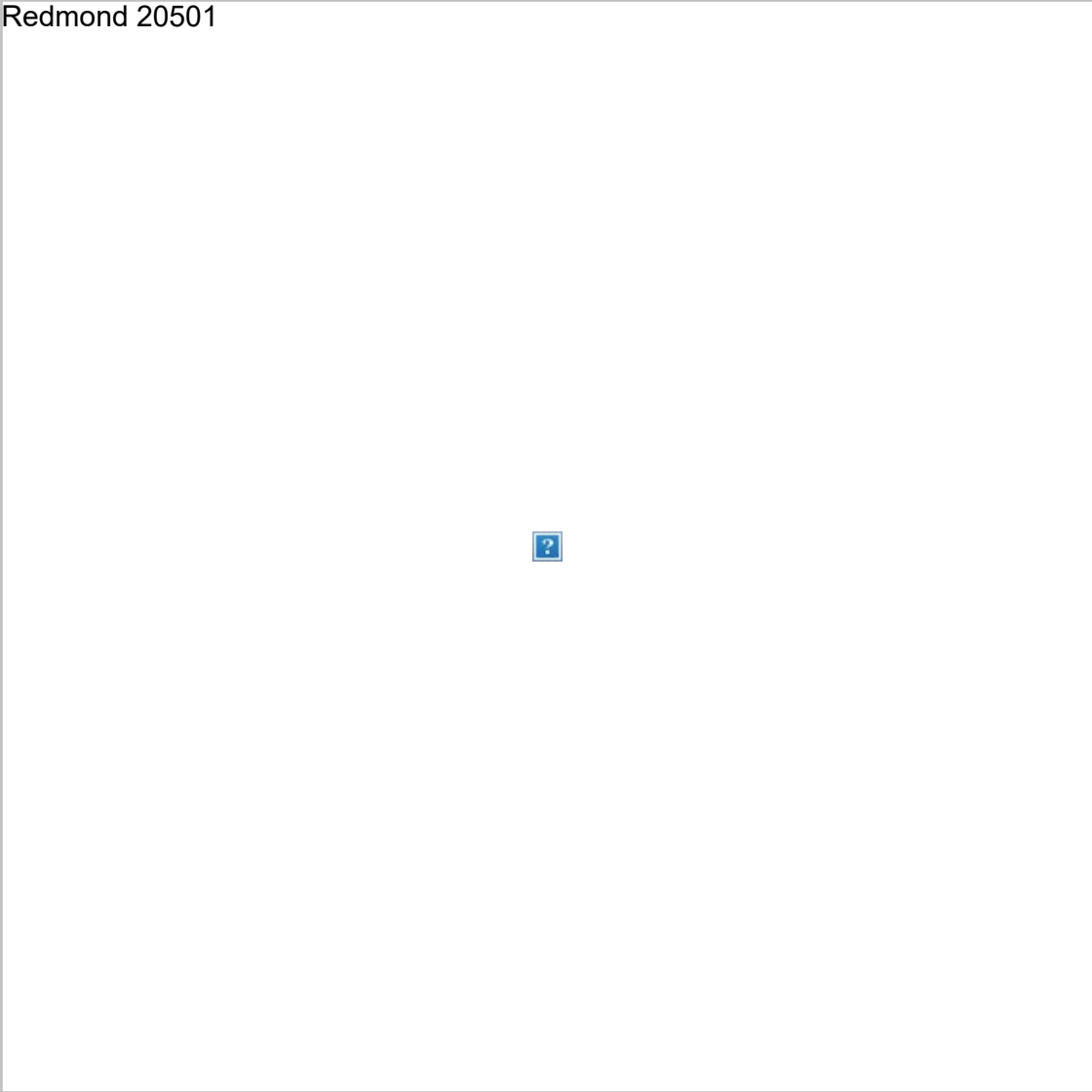
Surface Water Field Trip

Join the City of Redmond's Environmental Sustainability Advisory Committee and city staff from 4 - 5 p.m. on Wednesday, Sept. 20, for a nature walk around Smith

Woods. We'll connect with other community members and learn about restoration efforts in the Monticello Creek Watershed, how we can help keep our waterways healthy, and other climate and sustainability efforts underway at the City.

Space is limited, so register today!

Redmond 20501



Climate Resilience and Sustainability Element Open for Comments

The City of Redmond is developing a new Climate

The larger map can be found here:

bellevue.legistar.com



The area painted green is designated as BR-MO-H-2. I believe the entire area on the east side of 116th Ave NE, from NE 8th Street to Bel-Red Road should be designated as BR-MU-H-2. In other words, highly prescriptive zoning on the north end of the map as BR-MO-H-2 (green) is not going to initiate any new Medical Office Building (MOB) development in the next 20 years. I will list the reasons here:

1- As envisioned by the staff, multiple large MOB (300,000+ Sqft) are needed to address all the need for the medical community. One last building with this vision, The Pavilion, still has availability after 12+ years! And medical practices shy away from it because of its cost structure. I can only imagine any future MOB will have even higher price structure.

2- Let's not forget, Overlake Hospital still has many opportunities to build large MOB's on its campus if and when the need arises. So there is no shortage of available land.

3- 90% of medical practices need between 1000-20,000 Sqft at a time. It takes a large number of tenants to lease one new large facility, and this makes it extremely speculative and risky.

4- Any new Mixed Use development can address these new needs as they present themselves. This makes development more predictable since other uses can make the development anticipate and allow for that use in their plans.

5- While BR-MU-H-2 allows for medical use, this effectively kills the need for any new large Medical Office Building in the BR-MO-H-2.

6- Highly prescriptive zoning has not worked in the past and we don't want to commit the same mistakes. The last rezoning of Bel-Red created medical office zones/neighborhoods with different intensities and heights. It was highly prescriptive and the intensity of development was associated with the proximity to the Overlake Hospital. Even with such careful designation, it did not inspire a single new development! Can you imagine downtown Bellevue being carved up as Hotel only, Office only, Residential only, Retail only? Modern forward-thinking cities are letting the dynamics of the market dictate how we should develop. I am sure if Medical Office Building is needed one will be developed to satisfy the need.

7- The need for new large Medical Office Buildings is exaggerated. I believe one large such building will answer the needs for many years to come. We conducted a study a few years ago, and we found medical tenants for 80,000 square feet. The rest was speculative development. The proposed designation offers 2,000,000+ Sqft of new Medical Office Building. Is this really needed? Was any study conducted to support it? The notion of build it and they will come does not apply here.

For all the reasons listed here I hope the commission will reconsider this recommendation and make the entire 116th Ave. NE south of Bel-Red a Mixed-Use neighborhood.

Finally, I would like to thank the commission for this opportunity to provide a feedback.

Sincerely,

John



John Darvish

CFO

Holistique Medical Center

Desk: 206-321-2202 Fax: 425-462-8919

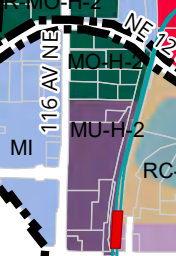
Address: 1200 116th Ave NE Suite C, Bellevue, WA – 98004

Web: holistique.com Email: jdarvish@holistique.com

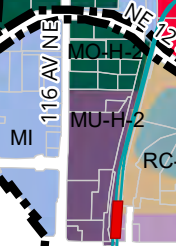
The above e-mail may contain patient identifiable or confidential information. Because e-mail is not secure, please be aware of associated risk of e-mail transmission. If you are communicating with a Holistique medical provider,

nurse, or other staff members via e-mail, your acceptance of the risk and agreement to the terms and conditions for e-mail communications is implied.

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R-MO-H-2



116 AV NE

MO-H-2

MU-H-2

RC

NE

12

MI



Johnson, Thara

From: Fran Gold <frangold888@gmail.com>
Sent: Tuesday, July 11, 2023 1:13 PM
To: PlanningCommission
Subject: Comment on Wilburton increased density issue

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

Dear City of Bellevue,

Our family Liao Goldman and Hsu, we live in the 134th St Wilburton neighborhood. We want to maintain the quality of life in our neighborhood, and am concerned that the increased density will have a negative impact. I have lived in the community for over 25 years. I do not want the increased density, because I know that it will degrade the quality of life.

We deeply appreciate your time and kind attention to our community.

Thank you again,

Goldman and Hsu family

Johnson, Thara

From: Orry Soegiono <bonometric@gmail.com>
Sent: Monday, July 10, 2023 9:35 PM
To: PlanningCommission
Subject: Public comment on City of Bellevue 2024–2044 Comprehensive Plan Periodic Update and Wilburton Vision Implementation EIS

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

Please include me as a party of record.

Dear Chair Ferris, Vice Chair Bhargava, Commissioners, and Councilmember Robertson,

My name is Orry Soegiono. Thank you for the opportunity to comment on the City of Bellevue 2024–2044 Comprehensive Plan Periodic Update and Wilburton Vision Implementation EIS.

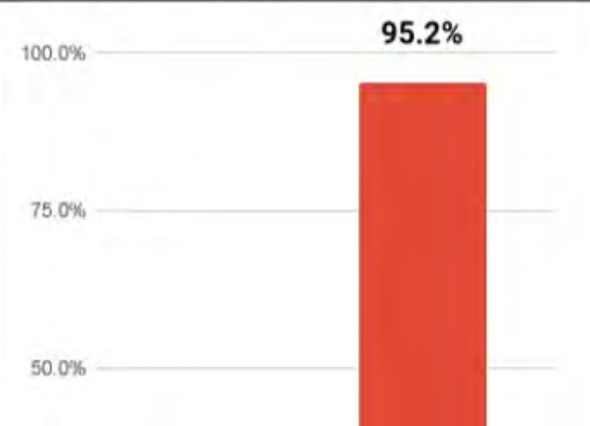
Neighborhood subareas next to major transit systems differ in character, density, landscape, and environment. A one-size-fits-all solution does not take into account the needs and characteristics of the affected areas and the impact it will have on residents' well-being, quality of life, and the natural environment. An approach tailored to meet our community's needs may improve the quality of life for all its residents. Some neighborhoods, for example, near major transit systems will not experience the growth of additional 5,000 housing units and additional business office and retail office spaces on two sides, with each side expecting at least 5,000 housing units on the perimeters of their neighborhood, a total of at least 10,000 housing units. This is about 29% of the 35,000 housing unit expected growth.

Here are key priorities that our Wilburton neighborhood considers significant and important:

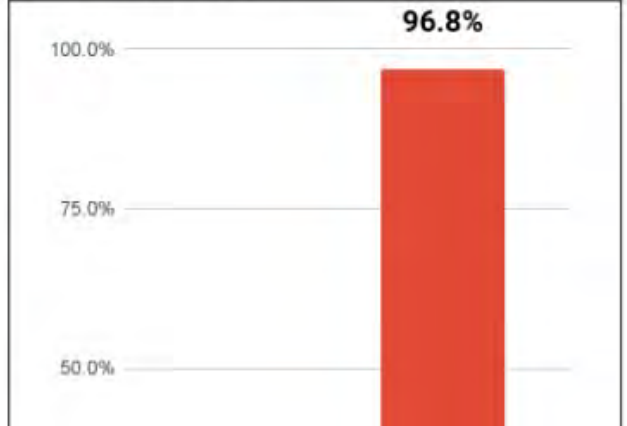
-
-
- Prioritize the preservation of Wilburton's environmental ecosystem as they are essential
- for the health and integrity of Wilburton's critical areas. A survey was undertaken, reaching out to every Wilburton accessible Wilburton home on our single-family residential streets nearest to Bel-Red. The survey results below show that the majority of
- residents prioritize the preservation of their neighborhood environment over housing density. Additionally, they expressed their desire for elected City leaders to take action on their behalf to reflect their expectation in the

process.

Question: Do you think increasing housing density and middle housing options would positively or negatively impact the *animal habitat, streams, and trees in our neighborhood?*



Question: Do you think increasing housing density and middle housing options would positively or negatively impact the *quality of life that you enjoy in your neighborhood?*



•

Question:
If given the choice, would you prefer the Wilburton Subarea to **prioritize preserving the streams, tree canopies and the wildlife that depend**



•

•

- Proactively ask Neighborhood Associations to reach out to their residents in an impartial,
- unbiased manner. Stress the need for an engagement process that allows ideas and avoids predetermined outcomes. This will ensure a variety a transparent and inclusive process that truly considers the input and feedback received from residents.
-
-
-
- Prioritize neighborhood residents who are directly impacted. Long term residents have vested interests in their community. They often volunteer for the city, support and volunteer in schools, support their city departments, support local businesses, and care about their neighborhoods. Bellevue residents encompass a rich diversity and a spirit
- of inclusivity and should be adequately represented. Some non-resident groups who are not directly vested in our city are listed below:
-
-
-
- Collectively, many activist groups comprise thousands of active members throughout the state, actively engaging in affordable housing initiatives at both the state and local legislative levels. However, many who share similar environmental interests, for example, do not know that implementing these legislative policies without
- special considerations may result in damaging effects with harmful and undesirable outcomes.
-
-
-
- Profit-making real estate companies and developers, may not share similar
- interests and goals of neighborhood residents and may not also provide assimilating affordable housing.
-
-
-
- Homes should fit the scale and character of their neighborhoods. Additionally, it is important to set height requirements that align with the character and context of the surrounding homes.
-
-
-
- Consider requirements for the cumulative effects of housing density laws on climate temperatures, traffic, noise, air pollution, water pollution, and other environmental factors in neighborhoods and their maximum mitigation limits before a FEIS.
-
-
-
- Homes in critical areas need special considerations and ongoing attention, and extensive building and permitting requirements. The Wilburton neighborhood nearest to the Bel-Red development is in a critical area. Critical area setbacks of 200 feet from open streams should be a requirement for all of the properties in this area. Requiring preservation
- of mature tree canopies are essential for the ecosystem in critical areas.
-

Given the unpredictable economy and increasing options for remote work, Alternative 3 is not a desirable choice for the following reasons :

- 1.
- 2.
3. Alternative 2 OR a different alternative will provide for more flexibility with a changing
4. economy and job market.
- 5.
- 6.
- 7.
8. Consider that on average, individuals are likely to transition to different jobs, each
9. in a different location approximately six times throughout their lifetime.
- 10.
- 11.
- 12.
13. People tend to have increasing wages as they gain experience and knowledge. Many people
14. marry and have 2 incomes. With growing incomes, people are more likely to afford to buy a home later
15. in their lives.
- 16.
- 17.
18. Employers are increasingly embracing remote work options and reducing their reliance
19. on office spaces. The projected growth of 35,000 may be too ambitious. It is important to consider
20. that reversing the environmental impact caused by such growth is unlikely to occur.
- 21.
- 22.
23. Alternative 3 does not ensure the job market and economic needs are met for different
24. income levels. People who move to Bellevue without jobs and in a vulnerable market may be at high
25. risk for challenges of displacement, homelessness, drug use, illegal drug sales, acute mental illness
26. secondary to drug use, susceptible to drug related crimes,
27. and increasing medical needs. Isolation, loneliness, and homelessness lead to declining health and
28. well-being. This is evident in the city of Seattle where people attracted to Seattle's resources continued
29. to live without jobs and homelessness.
- 30.
- 31.
- 32.
- 33.
- 34.
35. The world is facing a dramatic climate change. Temperatures are rapidly rising, and researchers
36. using US Forest Service Inventory data show that increasing temperatures are causing growth
37. declines and slower growth in younger trees. Mature trees remove carbon dioxide in the atmosphere
38. and mitigate the carbon dioxide by 25% while also removing air pollution,
39. naturally and for free. The ability of trees to soak up carbon dioxide makes them a valuable weapon
40. fighting against rising temperatures. *(3) Alternative 3 will cause the greatest effect on changing
41. temperatures in residential areas. Consider a tree code.
- 42.
- 43.
- 44.
45. Similarly tree codes are needed in the critical areas where mature trees are essential
46. for cooling stream temperatures and for the survival of wildlife and their sensitive ecosystem.
- 47.
- 48.
- 49.
- 50.
51. Prioritize science and data. Oppose a recommended over development one size fits all
52. approach including the Bellevue Commerce PLUSH Committee recommendations with 10% FAR and
53. minimum setbacks. These are not reasonable principles and certainly not based on science and
54. data. A one size fits all approach is not considering neighborhoods with
55. diverse types of land.

- will cause significant traffic, noise, and air pollution.)

-

The Wilburton Vision Implementation will include another growth development with another 5,000 plus additional housing units on NE 116th.

As a result, I support the inception and reinstatement of the following Wilburton/NE 8th Subarea Plan Goals:

"Wilburton/NE 8th Subarea Plan Goals

- **To separate residential, recreational, and open space areas from commercial areas and to protect space.**

- **To improve pedestrian accessibility and attractiveness of commercial areas for residents of Bellevue.**

To support the provision of commercial services in Wilburton that complement Downtown..."

and:

"...Protecting residential neighborhoods from increased commercial development and traffic, enhancing existing retail areas, and establishing clear boundaries between differing land uses are the Subarea's major issues."

I also support the following the inception of **Land Use Policies** that aligned with the Wilburton/NE 8th Subarea Plan:

"...POLICYS-WI-1. Protect residential areas from impacts of other uses by maintaining the current boundaries between residential and non-residential areas.

and the previous policies protecting and preserving Wilburton's natural determinants, Wilburton's **Natural Determinants Policies**. The natural environment in our Wilburton neighborhood plays an essential role that provides residents with a profound sense of well-being.

Wilburton Natural Determinants Policies:

"Policies

POLICYS-WI-16. Protect and enhance streams, drainage ways, and wetlands in the Kelsey Creek Basin.

POLICYS-WI-17. Prevent development from intruding into the floodplain of Kelsey Creek.

POLICYS-WI-18. Development should not interfere with Lake Bellevue as a drainage storage area identified in the City's Storm Drainage Plan."

Photos of the Critical Areas

Below are a few photos of wildlife in our cul-de-sac and photos of some of our critical areas in neighboring streets:



Red-tailed Hawk on neighbor's roof in Wilburton.



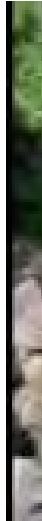
Another Hawk on a neighbor's Tree.



A Bald Eagle flying over my neighbor's roof.



The Kelsey Creek on our street yesterday. Chinook (endangered species), Coho, and Sockeye salmon spawn in Kelsey Creek.



**Ke
dir**

This is a critical area with many mature tree canopies. This area is being designated for R-Suburban, with significant benefits would benefit remaining as low density housing (BCC 20.25H). Removing tree canopies negatively impact the Wilburton's wildlife. The sensitive ecosystem cannot be recovered with mitigation.



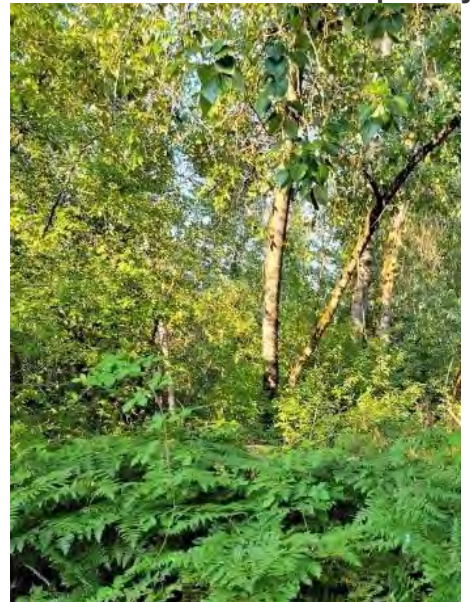
Tall Firs in Wilburton across of Bel-Red. Homes are surrounded by trees.



Goff Creek on 132nd where priority Cutthro



Dense tree canopies in the Wilburton area that cools water and air temperatures.



Wilburton home surrounded by marsh.

“The land cover in the Greater Kelsey Creek Watershed is typical of urban watersheds with a lower percentage of tree canopy and higher percentage of impervious surface ...Within Bellevue, ownership of the riparian corridor across all of the subbasins within the Greater Kelsey Creek Watershed is approximately 90 percent private property and 10 percent publicly owned (primarily parks)...”

Factors Affecting the Health of the Greater Kelsey Creek Watershed (1)

1.

2.

3. Pollutant Loading:

4. Stormwater runoff from impervious surfaces includes road runoff, pollutants, contribute to the worsening habitat water quality for fish and wildlife.

5.

6.

7.

8. Stormwater Runoff from Effective Impervious Surfaces:

9. The City's flow control for new development has shown not to

10. be effective at protecting streams from erosion.

11.

12.

13.

14. Road Culverts and Other Physical Barriers:

15. A number of physical barriers including undocumented barriers on private properties preventing fish passage for spawning and/or rearing have been identified in all the streams of the Greater Kelsey Creek Watershed.

16.

17.

18.

19. Loss of Floodplain and Riparian Function:

20. Urban development has confined and reduced the natural occurrence of wood entering many of the stream reaches in the Watershed. Tree canopies are becoming largely concentrated in parks reducing floodplain storage. This is leading to high velocities and flowrates.

21. The City has invested tens of millions of dollars in the Greater Kelsey Creek Watershed over the past 15 years on in-stream projects that include repairing stormwater outfalls, stabilizing stream slopes, removing fish passage barriers, catching and removing

22. fine sediment, and improving conveyance.

23.

Johnson, Thara

From: Barb Braun <bbraun@live.com>
Sent: Wednesday, July 12, 2023 9:29 AM
To: PlanningCommission
Subject: Comment SEPA Categorical Exemptions Bellevue City Code Amendment (BCCA)

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

Project Name: SEPA Categorical Exemptions Bellevue City Code Amendment (BCCA)

File Number: 23-111784-AD

Barbara Braun - 13609 SE 43rd Place

I appreciate all the planning work being done across the City that will allow density and affordable housing while maintaining our values such as livability, climate, tree canopy, open space, walkability, etc. I am generally supportive of measures and incentives to streamline the permitting process that will increase housing production and housing diversity within the City.

That said, it is important to set forth clear objectives for the categorical exemptions work so the permitting of these projects does not result in building stock that compromises our values, our equity goals, or our sustainability goals.

Since the bulk of additional housing in the next 20 years needs to be affordable, and with our pending densification strategy, we must assume that most of the new building projects will fall under the categorical exemption process and therefore will have a significant influence on the future quality of life in Bellevue. It must not be treated as somehow lesser than the rest of Bellevue in terms of quality or standards, or so tiny in its percentage of new building that compromise has no impact. With the proposed exemption levels for single family, multifamily and commercial etc., increasing so dramatically, we could easily end up with a large swath of compromised building stock that is more a liability than a step into a sustainable midcentury.

Proposed Exemption Levels:				
Single-Family Residential	Multifamily Residential	Commercial, School, Office, etc.	Landfill/Excavation	Agricultural Structures
<u>Current:</u> 10 units <u>Proposed:</u> 30 units	<u>Current:</u> 10 units <u>Proposed:</u> 200 units	<u>Current:</u> 4,000 gsf 20 parking spaces <u>Proposed:</u> 30,000 gsf 90 parking spaces	<u>Current:</u> 500 cubic yards <u>Proposed:</u> 1,000 cubic yards	<u>Current:</u> 30,000 sq. ft. <u>Proposed:</u> 40,000 sq. ft.



I urge the Council to step back tonight to make sure the scope and objectives of the SEPA Categorical Exemptions project includes the thorough assessment to ensure this permitting process will still result in buildings that:

- Meet our emissions targets – 50% by 2030 and 80% by 2050.
- Are not heat islands.
- Have 40% tree canopy.
- Do not compromise the environment.
- Are not built on substandard building sites.
- Have adequate and safe infrastructure.
- And meet our walkability, vision zero, transportation accessibility, parks access, and other livability goals.

Thank you.

Johnson, Thara

From: Craig Spiezle <craigsp@agelight.com>
Sent: Wednesday, July 12, 2023 9:20 AM
To: Cuellar-Calad, Luisa; Ferris, Carolyn; Bhargava, Vishal; Goepple, Craighton; Malakoutian, Mohammad; Brown, Karol; Khanloo, Negin
Cc: PlanningCommission; Robertson, Jennifer S.
Subject: Public Comments In Opposition To Staffs Preferred alternative to EIS for NW Quadrant
Attachments: EIS-NWBellevue-LochlevenPlanning.pdf

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

Dear Planning Commission Members,

In advance of tonight's Planning Commission Meeting, I am submitting public comments pertaining to the EIS for NW Bellevue. As noted in my letter, the capacity to digest and understand the impact of the EIS is a significant challenge for everyone and has long-lasting implications. The aggressive timeline set by the Planning Department, while absent of data, has prevented meaningful public engagement. As recognized by the Commission in meetings the past month, your ability to make an informed decision has been limited.

I encourage the Commission to use your authority to push for a more realistic timeline and provided a genuine and robust opportunity for community input. I am requesting a meeting with each of you do discuss this issue in great detail.

Respectfully,

Craig Spiezle
425-985-1421

July 11, 2023

To: Members of Bellevue Planning Commission

Fr: Craig Spiezle

Re: Environmental Impact Statement (EIS) for the Northwest Quadrant

Good evening, my name is Craig Spiezle. I am writing on behalf of many of my neighbors in Lochleven. We are in opposition to the Planning staff's preferred alternative for the Northwest Quadrant including the classifications of R-Medium and R-High throughout Lochleven.

Over the past several months the Planning Department has advanced many initiatives to the Planning Commission for review and approval. The sheer volume of their proposals has been overwhelming and the capacity to digest and understand the impact of the EIS is a significant challenge. The aggressive timeline proposed to the Commission has prevented meaningful public engagement and limiting the Commission to make a thoughtful data-driven recommendation to City Council.

It is important to note the community is still trying to understand and digest the impact of HB1110, DADUs, ADUs and micro-apartments. With the increased height of these same properties up to six stories, the compounded impact will forever change the character of our neighborhoods.

While some of these changes might be reasonable for commercial districts, the expansive scope of the EIS including existing single family homes is fundamentally wrong. The "Preferable Alternative" would be a direct conflict to the principles and assurances made by past Commissions and Council over the past decade. The "wedding cake" model championed and embraced by the City made it possible for substantial investment in residential properties outside of the downtown core. If approved the City would be abandoning this agreement with the community.

In summary the Planning staff's preferred alternative should not be approved for the following reasons:

1. Directly conflicts with the Comp Plan for NW Bellevue, revised less than 2 years ago
2. Diminishes the mandated buffer and separation between downtown Bellevue and Lochleven.
3. Does not consider the loss of privacy to nearby properties.
4. Does not consider the shadow footprint on nearby properties and impact to the tree canopy.
5. Does not consider the impact to traffic, pedestrian safety, parking and curb management.
6. Does not consider the impact to city utilities and infrastructure, including police and fire.
7. Lacks an economic impact assessment to homeowners property values.

Our ask is to send back the EIS to the Planning Department. The Commission needs to assert their role to require a data driven analysis and establish a new realistic schedule to allow all stakeholders adequate time to study these proposals.

Over the past two years the City has made significant progress increasing housing alternatives and topographies. We are asking the Commission to draw a line in the sand. Increasing density at all costs should not be the answer. We need your help to preserve our great neighborhoods.

Thank you for all of your work in making Bellevue a great City and protecting our City for future generations.

Craig Spiezle
425-985-1421

Johnson, Thara

From: Jim Leguizamom <jleguizamom@delreypropertygroup.com>
Sent: Wednesday, July 12, 2023 8:18 AM
To: PlanningCommission
Subject: Wilburton Affordable Housing Density
Attachments: City of Bellevue Letter for Public Comments 7-12-23.pdf

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

Hello,

Attached please find my letter regarding Wilburton Affordable Housing Density.

Thank You,

Jim Leguizamom
855 134th Ave NE
Bellevue, WA 98005
310-367-3757

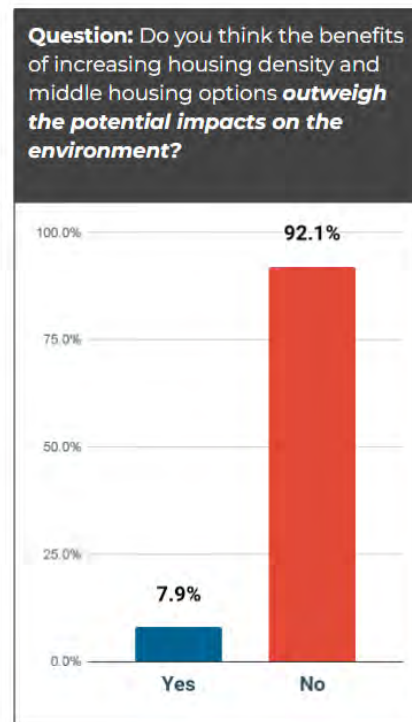
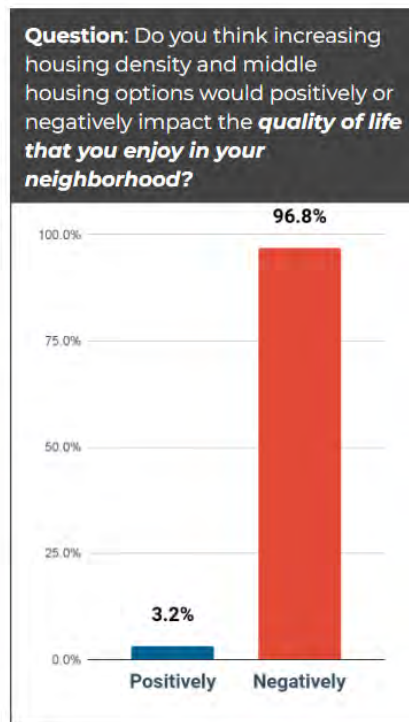
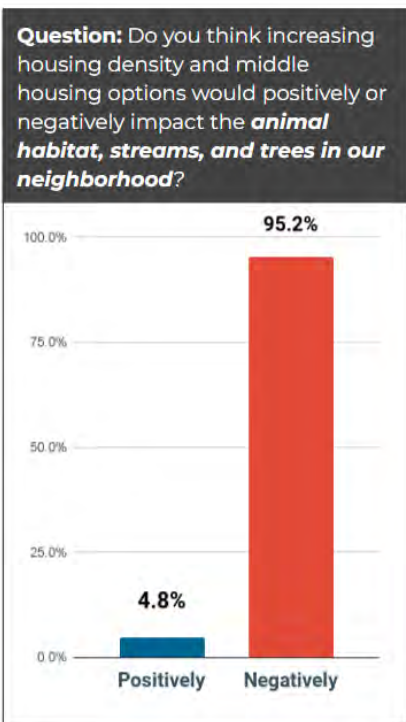
Dear Chair Ferris, Vice Chair Bhargava, Commissioners, and Councilmember Robertson,

My name is James Leguizamon. Thank you for the opportunity to comment on the City of Bellevue 2024–2044 Comprehensive Plan Periodic Update and Wilburton Vision Implementation EIS.

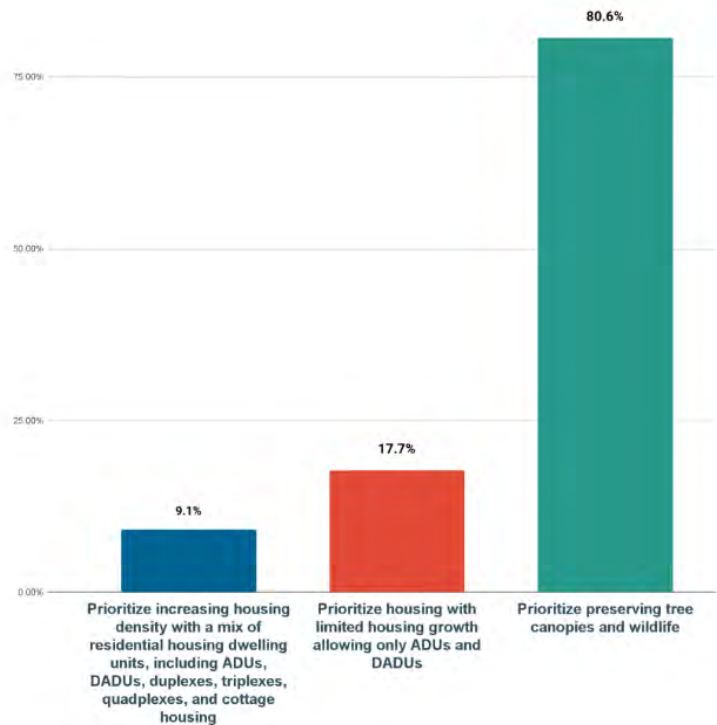
Neighborhood subareas next to major transit systems differ in character, density, landscape, and environment. A one-size-fits-all solution does not take into account the needs and characteristics of the affected areas and the impact it will have on residents' well-being, quality of life, and the natural environment. An approach tailored to meet our community's needs may improve the quality of life for all its residents.

Here are key priorities that our Wilburton neighborhood considers significant and important:

- Prioritize the preservation of Wilburton's environmental ecosystem as they are essential for the health and integrity of Wilburton's critical areas. A survey was undertaken, reaching out to every Wilburton accessible Wilburton home on our single-family residential streets nearest to Bel-Red. The survey results below show that the majority of residents prioritize the preservation of their neighborhood environment over housing density.



Question:
 If given the choice, would you prefer the Wilburton Subarea to **prioritize preserving the streams, tree canopies and the wildlife that depend on them or increasing housing density?**

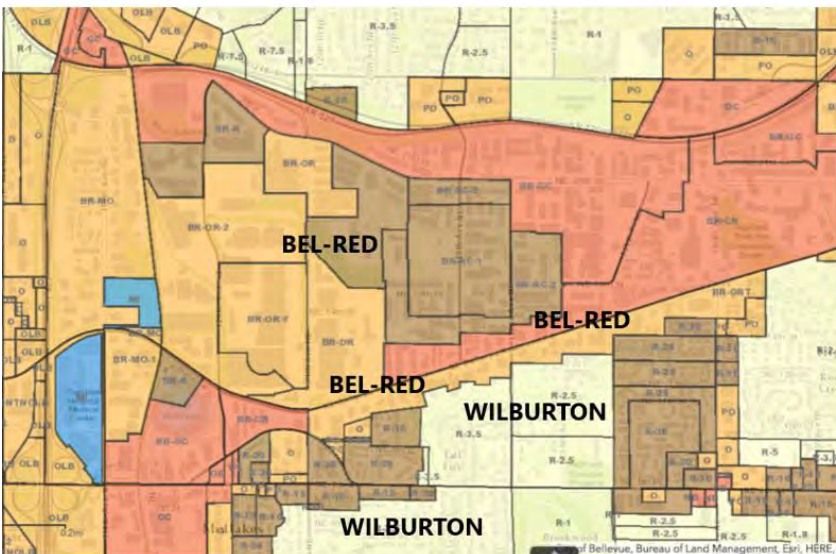


- Inform and ask Neighborhood Associations to reach out to their residents in an impartial, unbiased manner for input and feedback. Stress the need for an engagement process that allows ideas and avoids predetermined outcomes. This will ensure a transparent and inclusive process.
- Prioritize neighborhood residents who have vested interests in their community and are directly impacted. Bellevue residents encompass a rich diversity and a spirit of inclusivity and should be adequately represented.
- Homes should fit the scale and character of their neighborhoods. Additionally, it is important to set height requirements that align with the surrounding homes.
- Consider requirements for the cumulative effects of housing density laws on climate temperatures, traffic, noise, air pollution, water pollution, and other environmental factors in neighborhoods and their maximum mitigation limits before a FEIS.
- Residential homes in critical areas need special considerations. The cumulative effects on critical areas need measured mitigation. The Wilburton neighborhood nearest to the Bel-Red development, for example, is in a critical area. Critical area setbacks of 200 feet from open streams should be a requirement for all of the properties in this area. Requiring preservation of mature tree canopies are essential for the ecosystem in critical areas.
- Wilburton is one of the few critical areas remaining in the USA in a city with a similar population. Cumulative mitigations have not been established. Critical area residential zoning density should be maintained.

Given the unpredictable economy and increasing options for remote work, Alternative 3 is not a desirable choice for the following reasons :

1. Alternative 2 OR a different alternative will provide for more flexibility with a changing economy and job market.
2. Consider that on average, individuals are likely to transition to different jobs, each in a different location approximately six times throughout their lifetime.
3. Employers are increasingly embracing remote work options and reducing their reliance on office spaces. The projected growth of 35,000 may be too ambitious. It is important to consider that reversing the environmental impact caused by such growth is unlikely to occur.

4. Alternative 3 does not ensure the job market and economic needs are met for different income levels. People who move to Bellevue without jobs and in a vulnerable market may be at high risk for challenges of displacement, homelessness, drug use, illegal drug sales, acute mental illness secondary to drug use, susceptible to drug related crimes, and increasing medical needs. Isolation, loneliness, and homelessness lead to declining health and well-being. This is evident in the city of Seattle where people attracted to Seattle's resources continued to live without jobs and homelessness.
5. The world is facing a dramatic climate change. Temperatures are rapidly rising, and researchers using US Forest Service Inventory data show that increasing temperatures are causing growth declines and slower growth in younger trees. Mature trees remove carbon dioxide in the atmosphere and mitigate the carbon dioxide by 25% while also removing air pollution, naturally and for free. The ability of trees to soak up carbon dioxide makes them a valuable weapon fighting against rising temperatures. *(3) Alternative 3 will cause the greatest effect on changing temperatures in residential areas. Consider a tree code.
6. Preservation of mature trees are essential for cooling stream temperatures for all aquatic and land wildlife and are part of their sensitive ecosystem.
7. Prioritize science and data. Oppose a recommended over development one size fits all approach including the Bellevue Commerce PLUSH Committee recommendations with 10% FAR and minimum setbacks. These are not reasonable principles and certainly not based on science and data. A one size fits all approach is not considering neighborhoods with diverse types of land.
8. Ensure housing typologies and pace of growth within neighborhoods are properly aligned. Consider developing housing options that complement the scale and character of the different neighborhoods.



District	Designation
Bel-Red	
Bel-Red-Medical Office	Bel-Red-MO
Bel-Red-Medical Office Node	Bel-Red-MO-1
Bel-Red Office/Residential	BR-OR
Bel-Red Office/Residential Node 1	Bel-Red-OR-1
Bel-Red Office/Residential Node 2	Bel-Red-OR-2
Bel-Red Residential/Commercial Node 1	Bel-Red-RC-1
Bel-Red Residential/Commercial Node 2	Bel-Red-RC-2
Bel-Red Residential/Commercial	Bel-Red-RC-3
Bel-Red-Commercial/Residential	Bel-Red-CR
Bel-Red-Residential	Bel-Red-R
Bel-Red-General Commercial	Bel-Red-GC
Bel-Red-Office/Residential Transition	Bel-Red-ORT

BelRed Development and Wilburton

The 900-acre BelRed development is less than a block away from Wilburton.

- By 2030, the BelRed 900-acre development is expected to generate 10,000 new jobs.
- By 2030 the BelRed development is expected to generate 5,000 housing units.
- 2,514 housing units are being reviewed for construction as of December 2022.
- 6,433 parking spaces are currently being reviewed for the BelRed housing and business development – (This will cause significant traffic, noise, and air pollution.)

The Wilburton Vision Implementation will include another growth development with another 5,000 plus additional housing units on NE 116th.

Wilburton will be affected by tremendous growth. I support the inception and reinstatement of the following Wilburton/NE 8th Subarea Plan Goals:

"Wilburton/NE 8th Subarea Plan Goals

- To separate residential, recreational, and open space areas from commercial areas and to protect space.
- To improve pedestrian accessibility and attractiveness of commercial areas for residents of Bellevue.
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and the previous policies protecting and preserving Wilburton's natural determinants, Wilburton's **Natural Determinants Policies**. The natural environment in our Wilburton neighborhood plays an essential role that provides residents with a profound sense of well-being.

Wilburton Natural Determinants Policies:

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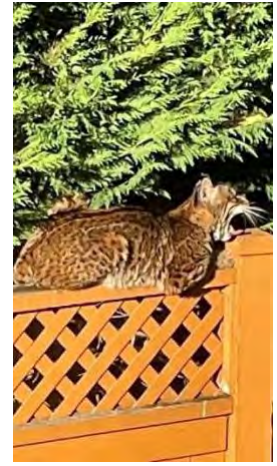
Red-tailed Hawk on neighbor's roof in Wilburton.



Another Hawk on a neighbor's Tree.



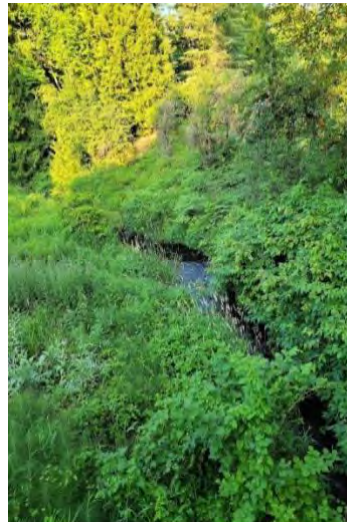
A Great Blue Heron, a Priority Species.



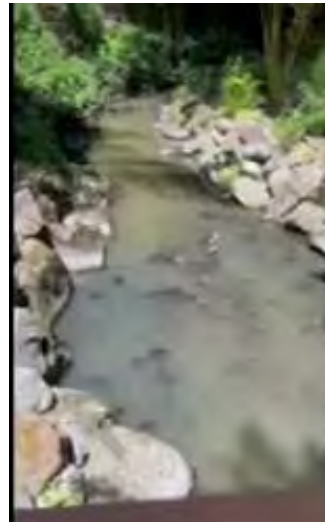
A Bobcat on my neighbor's Fence



A Bald Eagle flying over my neighbor's roof.



The Kelsey Creek on our street yesterday. Chinook (endangered species), Coho, and Sockeye salmon spawn in Kelsey Creek.



Kelsey Creek in our neighbor's yard was unusually dirty last week.



Marsh land under a bridge in a neighboring street on 132nd.

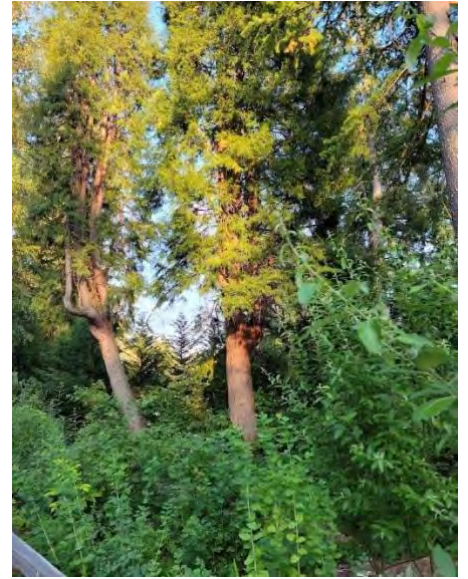
The neighborhood is in a critical area with many mature tree canopies. This area is being designated for R-Suburban, with single-family, duplexes, and cottage housing. Critical areas with many tree canopies would benefit remaining as low density housing (BCC 20.25H). Removing tree canopies negatively impact the already affected water and air temperatures, and the ecosystem and survival of Wilburton's wildlife. The sensitive ecosystem cannot be recovered with mitigation.



Tall Firs in Wilburton across of Bel-Red. Homes are surrounded by trees.



Goff Creek on 132nd where priority Cutthroat Trout live.



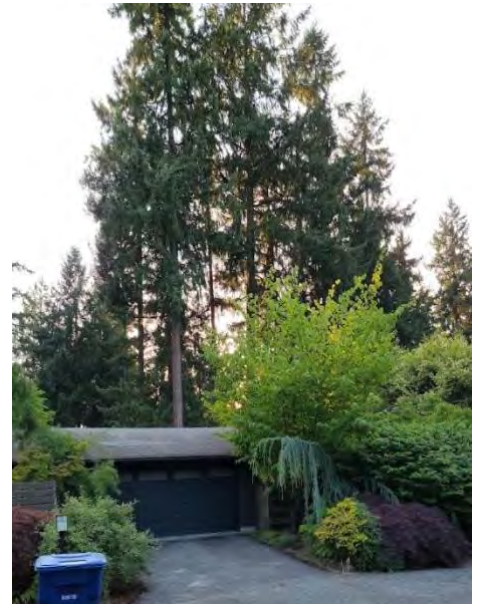
A backyard of a Wilburton home.



Dense tree canopies in the Wilburton area that cools water and air temperatures.



Wilburton home surrounded by marsh.



Homes in Wilburton, another example of the surrounding ecosystem which includes Goff Creek and Kelsey Creek.

“The land cover in the Greater Kelsey Creek Watershed is typical of urban watersheds with a lower percentage of tree canopy and higher percentage of impervious surface ...Within Bellevue, ownership of the riparian corridor across all of the subbasins within the Greater Kelsey Creek Watershed is approximately 90 percent private property and 10 percent publicly owned (primarily parks)...”

Factors Affecting the Health of the Greater Kelsey Creek Watershed (1)

1. **Pollutant Loading:** Stormwater runoff from impervious surfaces includes road runoff, pollutants, contribute to the worsening habitat water quality for fish and wildlife.

management. Wilburton's watershed and ecosystem require proper stormwater management measures to mitigate the risks of flooding and water pollution caused by toxic runoff.

Moreover, according to a technical report by Golder Associates and the Watershed Company, the city of Bellevue's DEIS falls short of utilizing the best available science and existing conditions. This critique addresses the impacts of this inadequacy:

1. Information related to traffic and site conditions is incomplete and potentially inaccurate, which hinders environmental evaluations.
2. Protecting the environment leads to the long-term sustainability of the community and its people. It is essential for their health, safety, and quality of life. For example, in the case of Kelsey Creek, the watershed provides critical ecosystem services that directly support the community's health and well-being, such as clean water, clean air, and flood control. Prioritizing the environment can help prevent harm to low-income communities of color, and indigenous people who are disproportionately affected by harmful environmental conditions. Environmental equity addresses these inequalities and provides equal protection and access to clean, and healthy communities.
3. The report encourages low-impact development and retrofits that improve stormwater runoff. Untreated run-off causes pre-spawn mortality on Coho salmon, and depending on future rates of urbanization, localized extinction of Coho salmon could occur within a matter of years to decades.
4. According to the report, Bellevue is in the process of updating its Shoreline Management Act. Under the proposed update, shorelines themselves are not regulated as critical areas, and critical areas within shoreline jurisdiction would be regulated under LUC Part 20.25H. Bellevue has not identified all critical areas in the city.
5. The City of Bellevue's Greater Kelsey Creek Watershed's riparian corridor across all of the sub-basins includes both approximately 90% private properties and 10% publicly owned properties and is critical to species of local importance, aquatic animals, and other wildlife, Peregrine Falcon, Bald Eagles, Red-tailed Hawks, Blue Herons, Pileated Woodpecker, Great Blue Heron, cardinals, hummingbirds, bats, opossums, beavers, bobcats, deer, coyotes, and many others. The diverse range of animals needs to be managed, protected, and maintained as part of the existing riparian corridor structure and function within the entire sensitive ecosystem. This ecosystem provides shelter, food, and protection, and maintains temperatures critical to their survival.
6. Adopting green infrastructure practices to maximize the achievement of objectives, these efforts are expensive and limited.
7. With 90% of the riparian corridor on private properties, the city has not been able to keep up with tracking damages in and near open streams.
8. The City's options are insufficient. The City's plan mitigates some of the side-effects of water overflow. The new plan should focus on preventing runoff from the source, increasing impervious surfaces caused by development. **Unanticipated cleanup efforts with increased stormwater runoff may suggest that the city may end up footing the bill, and cause taxpayer runoff plan liability.** We need solutions that offer long-term sustainability.
9. Wilburton's Kelsey Creek has the greatest amount of impervious surface areas. Increasing mixed-use developments, multi-unit dwellings, increasing cars and toxic waste from their tires, and increasing construction will cause even greater impervious surface areas with increasing toxic stormwater runoff.
10. Recommendation: Require the Washington Department of Ecology and the Washington Fish and Wildlife to work together to form Natural Determinant Land Use Policies for Wilburton's and all of Bellevue's critical areas, and create policies regarding impervious surface areas.

Greater Kelsey Creek Watershed and its connecting tributaries is a critical urban watershed for the City of Bellevue. It is one of the few watershed areas in a city the size of Bellevue remaining in the entire USA. As described in the 2003 Bellevue Critical Areas Update Best Available Science Paper: **Wildlife, forested steep slopes, and riparian areas comprise the majority of Bellevue's remaining habitat corridors and linkages.** It needs to be managed carefully over the next few decades to protect and preserve its unique aquatic and terrestrial values. Once developed and the 100-year-old trees felled for development, all inhabitants in the watershed that relied on the natural environment for survival will be gone forever from Wilburton.

Other Considerations:

Control Totals: On January 23, 2023, Dave Andersen, managing director of the Growth Management Services unit presented one of many sessions on getting periodic update planning right. He identified having the same control total targets for each alternative as critical. The growth strategy is to determine what are different ways of achieving the growth target. We find the DEIS has a wide range of targets. Bellevue Residents understand higher targets have higher impacts. This does not result in an understanding or critique of the strategy. In addressing this deficiency, the City will need to address the same target in each of the alternatives and show how all alternatives would meet the same need, including the “no change” alternative.

House Bill 1110 Increasing Housing Supply and Density: On May 8, 2023, Governor Jay Inslee signed House Bill 1110, which legalizes duplexes and fourplexes in most neighborhoods in nearly every city in the State of Washington, including the City of Bellevue, which was intended to increase the state's housing supply. House Bill legalizes six-plexes near transit and for affordable housing. House Bill 1110 [overrides local zoning rules](#) that have long kept large areas in cities for only single-family homes. The new law will not ban the construction of single-family homes, but it will stop cities from requiring neighborhoods to have only single-family homes. However, this DEIS was prepared prior to passage of House Bill 1110, and Bellevue residents have no idea how the House Bill will affect any of the alternatives. It is likely that fewer new multi-family units will be needed as shown in Alternatives 1, 2, and 3. The no-action alternative will also need to address application of House Bill 1110 since the state law will now allow continued expansion of housing in Bellevue without application of the proposed alternatives. In addressing this deficiency, the City will need to either develop a new alternative or address this House Bill in each of the alternatives, which may result in an increase or decrease in the number of housing units needed.

House Bill 1337 Expanding Housing Options. This bill expands housing options through easing barriers to the construction and use of accessory dwelling units, and was partially vetoed by the Governor. However, the primary components of the bill would remain, thus, affecting the number of new housing units that may be needed to accommodate new employment in any given city within Washington State. Thus, the number of new housing units for the City of Bellevue would need to be determined. An example of how this bill could affect housing would be in the State of California whereby the bill was passed and fewer new homes were needed as a result. Thus, HB 1337 has a strong potential of affecting the no-action alternative, along with Alternatives 1 to 3.

House Bill 1181. Climate change and resiliency. This bill includes a climate change and resiliency component that is required to be included in city comprehensive plans. The bill is intended for cities to 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. Much of this is already included in the DEIS in Appendix G (Relationship of Climate Change Vulnerability to the Alternatives) but specific compliance with the bill is not included because Governor Inslee only signed the bill on May 3.

2023 Legislative Session: The Growth Management Policy Board states that these bills result in significant changes to the Growth Management Act and will impact local plans. The Board received a will receive a detailed recap of the 2023 legislative session which highlights these bills on June 1, 2023. Thus, the impact of these bills has not yet been well understood or could have been included in the DEIS. We cannot expect our Bellevue residents to have an understanding of these bills at the time.

Covid: The Covid-19 pandemic sparked a new [working-from-home economy](#) where many workers have the flexibility to work remotely from home. This unprecedented shift to remote work will be occurring in some form over the next 20 years. Now, roughly six-in-ten U.S. workers who say their jobs can mainly be done from home (59%) are working from home all or most of the time. Working from home results in changes in office use and transportation resulting in a declining need to live in Bellevue when working in Bellevue. This is a fundamental flaw where the DEIS is not addressing employment and residency adequately based on recent changes to office uses. Many employees are now moving outside of the city and then commuting to their workplace only once or twice a week. The DEIS should be revised to reflect this change in how employees will work and live in Bellevue in the housing, office, and transportation components of the DEIS. See also Attachment D

Updated Tree Code: The City of Bellevue plans to update its tree code in 2023, which will have significant effects to new construction. This tree code may, hopefully, provide better protection for significant trees and require contractors and builders to redesign multi-family and single-family homes to protect these trees. The Tree Code may also deter contractors from building on sites with significant trees. Thus, BTCC is requesting that the DEIS Comprehensive Plan describe how the tree code will affect planned protection of significant trees. The City of Bellevue Urban Tree Assessment (July 2022) stated that land use changes are an important factors of the urban environment and can contribute to changes in citywide canopy numbers. As described in the Urban Tree Assessment, it is important for the City to use this assessment to inform future investments in the urban forest so that all those who live, work, and play in Bellevue can benefit from the urban forest. The City must proactively work to protect the existing urban forest and replenish the canopy with additional native trees. Nowhere in the DEIS do the alternatives address how the existing urban forest will be protected. We are hoping that the DEIS will address replacing lost trees with native trees, and that the Comprehensive Plan show synchrony with its Urban Tree Assessment, as well with the planned updated tree code. Which alternatives may be best for protecting our urban trees?

Homelessness. Finally, the City must address how homelessness will be avoided or minimized under the each alternatives of its comprehensive plan. Although the City is investing in facilities such as shelters, transitional housing and affordable housing units for those living in vehicles or unsheltered in the community, how will these additional housing units affect homelessness and will some units be available to homeless people? If the City of Bellevue's notes that affordable housing, especially in the lowest income brackets, is critical to help individuals transition out of homelessness and maintain housing, then why is this not discussed on the DEIS?

Historic Resources: Bellevue's historic Wilburton neighborhood is an enclave of single-family and multifamily housing known for its rich history and its parks and wooded areas with close proximity to

downtown Bellevue. Wilburton is also home of the acclaimed Bellevue Botanical Gardens, and the largest watershed in Bellevue.

It is nearly impossible to keep up with every possible land use bill and in the annual legislative session. These bills passed in this legislative session are important for the comprehensive plan in any city, and if not covered under this DEIS then an amendment would be needed. An amendment would take more time and it would be more costly to the City of Bellevue. We recognize the significant effort already undertaken for this DEIS but we also desire to review a complete DEIS that includes passage of bills and regulations that have occurred in 2023.

Thank you for the opportunity to comment. We look forward to creating a City of Bellevue comprehensive plan that is complete, meaningful, and applicable for immediate use.

Sincerely,

XXXX

Johnson, Thara

From: Jiang Wu <jiangwu@ymail.com>
Sent: Tuesday, July 11, 2023 9:53 PM
To: PlanningCommission
Subject: Re: Letter for public comments from Jiang Wu
Attachments: Letter for Public Comments 7-12-23 (Jiang Wu).docx

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

Hi,

Attached is my letter for public comments for your record.
All the best,

Jiang Wu
12814 4th PL, Bellevue, WA 98006

Sent from [Mail](#) for Windows

SAMPLE LETTER

Please include me as a party of record.

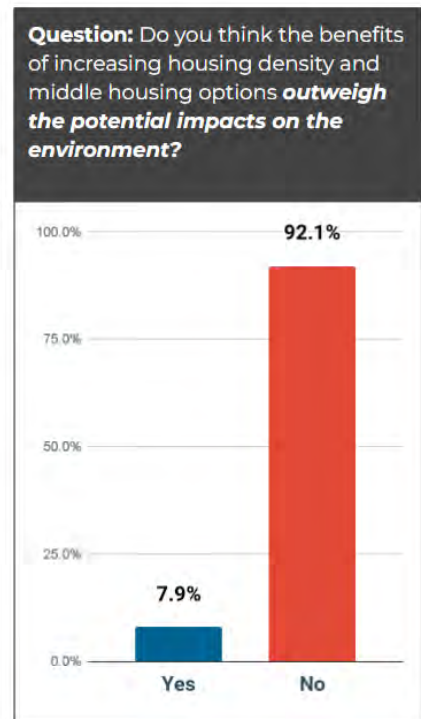
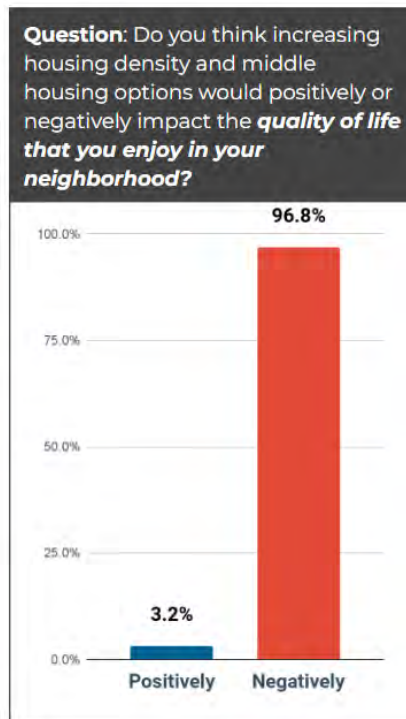
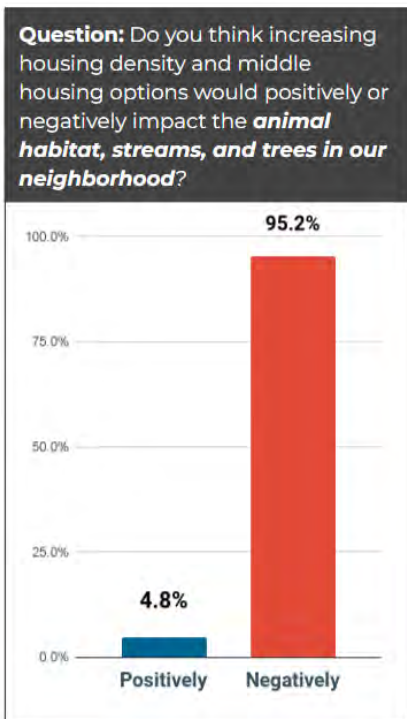
Dear Chair Ferris, Vice Chair Bhargava, Commissioners, and Councilmember Robertson,

My name is Jiang Wu – a resident in Wilburton. Thank you for the opportunity to comment on the City of Bellevue 2024–2044 Comprehensive Plan Periodic Update and Wilburton Vision Implementation EIS.

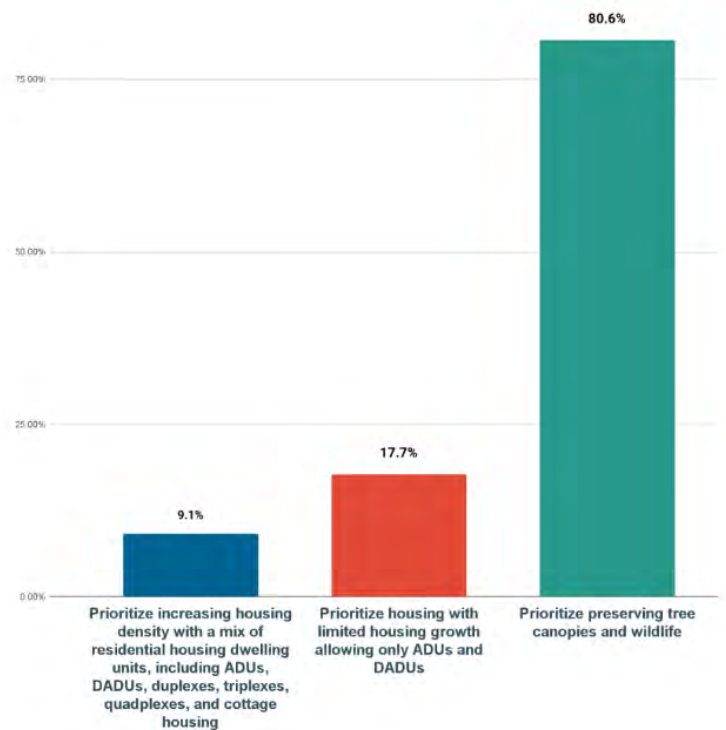
Neighborhood subareas next to major transit systems differ in character, density, landscape, and environment. A one-size-fits-all solution does not take into account the needs and characteristics of the affected areas and the impact it will have on residents' well-being, quality of life, and the natural environment. An approach tailored to meet our community's needs may improve the quality of life for all its residents.

Here are key priorities that our Wilburton neighborhood considers significant and important:

- Prioritize the preservation of Wilburton's environmental ecosystem as they are essential for the health and integrity of Wilburton's critical areas. A survey was undertaken, reaching out to every Wilburton accessible Wilburton home on our single-family residential streets nearest to Bel-Red. The survey results below show that the majority of residents prioritize the preservation of their neighborhood environment over housing density.



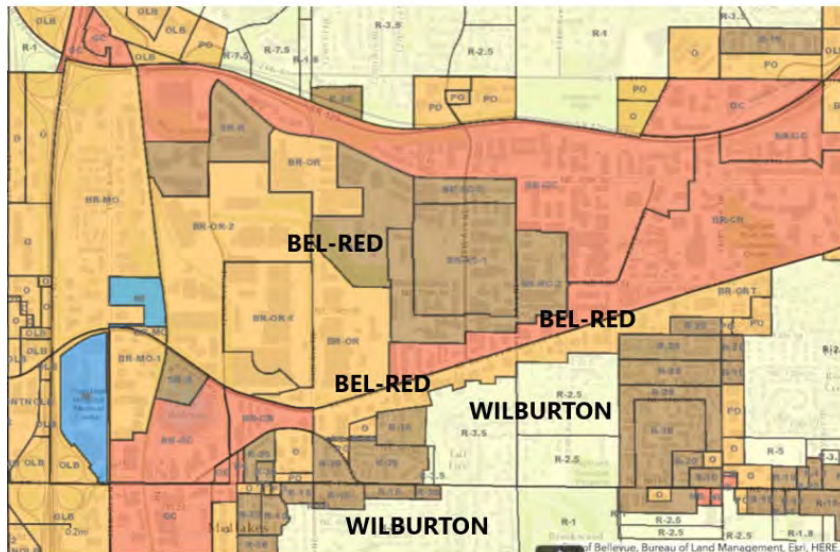
Question:
If given the choice, would you prefer the Wilburton Subarea to **prioritize preserving the streams, tree canopies and the wildlife that depend on them or increasing housing density?**



- Inform and ask Neighborhood Associations to reach out to their residents in an impartial, unbiased manner for input and feedback. Stress the need for an engagement process that allows ideas and avoids predetermined outcomes. This will ensure a transparent and inclusive process.
- Prioritize neighborhood residents who have vested interests in their community and are directly impacted. Bellevue residents encompass a rich diversity and a spirit of inclusivity and should be adequately represented.
- Homes should fit the scale and character of their neighborhoods. Additionally, it is important to set height requirements that align with the surrounding homes.
- Consider requirements for the cumulative effects of housing density laws on climate temperatures, traffic, noise, air pollution, water pollution, and other environmental factors in neighborhoods and their maximum mitigation limits before a FEIS.
- Residential homes in critical areas need special considerations. The cumulative effects on critical areas need measured mitigation. The Wilburton neighborhood nearest to the Bel-Red development, for example, is in a critical area. Critical area setbacks of 200 feet from open streams should be a requirement for all of the properties in this area. Requiring preservation of mature tree canopies are essential for the ecosystem in critical areas.
- Wilburton is one of the few critical areas remaining in the USA in a city with a similar population. Cumulative mitigations have not been established. Critical area residential zoning density should be maintained.

Given the unpredictable economy and increasing options for remote work, Alternative 3 is not a desirable choice for the following reasons :

1. Alternative 2 OR a different alternative will provide for more flexibility with a changing economy and job market.
2. Consider that on average, individuals are likely to transition to different jobs, each in a different location approximately six times throughout their lifetime.
3. Employers are increasingly embracing remote work options and reducing their reliance on office spaces. The projected growth of 35,000 may be too ambitious. It is important to consider that reversing the environmental impact caused by such growth is unlikely to occur.
4. Alternative 3 does not ensure the job market and economic needs are met for different income levels. People who move to Bellevue without jobs and in a vulnerable market may be at high risk for challenges of displacement, homelessness, drug use, illegal drug sales, acute mental illness secondary to drug use, susceptible to drug related crimes, and increasing medical needs. Isolation, loneliness, and homelessness lead to declining health and well-being. This is evident in the city of Seattle where people attracted to Seattle's resources continued to live without jobs and homelessness.
5. The world is facing a dramatic climate change. Temperatures are rapidly rising, and researchers using US Forest Service Inventory data show that increasing temperatures are causing growth declines and slower growth in younger trees. Mature trees remove carbon dioxide in the atmosphere and mitigate the carbon dioxide by 25% while also removing air pollution, naturally and for free. The ability of trees to soak up carbon dioxide makes them a valuable weapon fighting against rising temperatures. *(3) Alternative 3 will cause the greatest effect on changing temperatures in residential areas. Consider a tree code.
6. Preservation of mature trees are essential for cooling stream temperatures for all aquatic and land wildlife and are part of their sensitive ecosystem.
7. Prioritize science and data. Oppose a recommended over development one size fits all approach including the Bellevue Commerce PLUSH Committee recommendations with 10% FAR and minimum setbacks. These are not reasonable principles and certainly not based on science and data. A one size fits all approach is not considering neighborhoods with diverse types of land.
8. Ensure housing typologies and pace of growth within neighborhoods are properly aligned. Consider developing housing options that complement the scale and character of the different neighborhoods.



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Bel-Red-Residential/Commercial Node 2	Bel-Red-RC-2
Bel-Red-Residential/Commercial	Bel-Red-RC-3
Bel-Red-Commercial/Residential	Bel-Red-CR
Bel-Red-Residential	Bel-Red-R
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BelRed Development and Wilburton

The 900-acre BelRed development is less than a block away from Wilburton.

- By 2030, the BelRed 900-acre development is expected to generate 10,000 new jobs.
- By 2030 the BelRed development is expected to generate 5,000 housing units.
- 2,514 housing units are being reviewed for construction as of December 2022.
- 6,433 parking spaces are currently being reviewed for the BelRed housing and business development – (This will cause significant traffic, noise, and air pollution.)

The Wilburton Vision Implementation will include another growth development with another 5,000 plus additional housing units on NE 116th.

Wilburton will be affected by tremendous growth. I support the inception and reinstatement of the following Wilburton/NE 8th Subarea Plan Goals:

"Wilburton/NE 8th Subarea Plan Goals

· To separate residential, recreational, and open space areas from commercial areas and to protect space.

· To improve pedestrian accessibility and attractiveness of commercial areas for residents of Bellevue.

To support the provision of commercial services in Wilburton that complement Downtown..."

and:

"...Protecting residential neighborhoods from increased commercial development and traffic, enhancing existing retail areas, and establishing clear boundaries between differing land uses are the Subarea's major issues."

I also support the following the inception of **Land Use Policies** that aligned with the Wilburton/NE 8th Subarea Plan:

"...POLICYS-WI-1. Protect residential areas from impacts of other uses by maintaining the current boundaries between residential and non-residential areas.

and the previous policies protecting and preserving Wilburton's natural determinants, Wilburton's **Natural Determinants Policies**. The natural environment in our Wilburton neighborhood plays an essential role that provides residents with a profound sense of well-being.

Wilburton Natural Determinants Policies:

"Policies

POLICYS-WI-16. Protect and enhance streams, drainage ways, and wetlands in the Kelsey Creek Basin.

POLICYS-WI-17. Prevent development from intruding into the floodplain of Kelsey Creek.

POLICYS-WI-18. Development should not interfere with Lake Bellevue as a drainage storage area identified in the City's Storm Drainage Plan."

Photos of the Critical Areas

Below are a few photos of wildlife in our cul-de-sac and photos of some of our critical areas in neighboring streets:



Red-tailed Hawk on neighbor's roof in Wilburton.



Another Hawk on a neighbor's Tree.



A Great Blue Heron, a Priority Species.



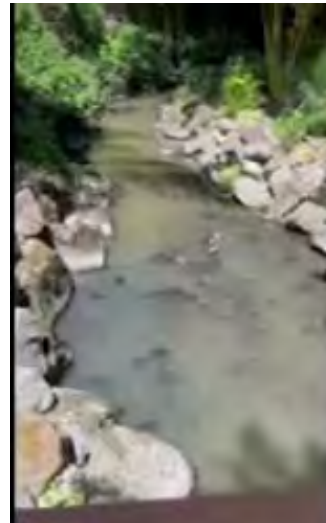
A Bobcat on my neighbor's Fence



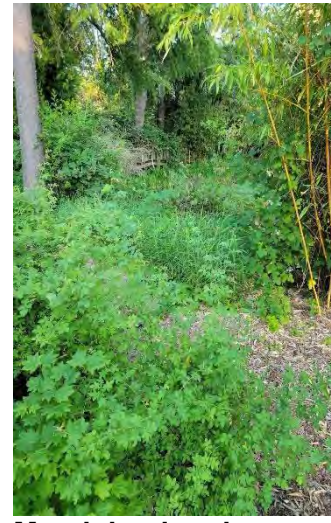
A Bald Eagle flying over my neighbor's roof.



The Kelsey Creek on our street yesterday. Chinook (endangered species), Coho, and Sockeye salmon spawn in Kelsey Creek.



Kelsey Creek in our neighbor's yard was unusually dirty last week.



Marsh land under a bridge in a neighboring street on 132nd.

The neighborhood is in a critical area with many mature tree canopies. This area is being designated for R-Suburban, with single-family, duplexes, and cottage housing. Critical areas with many tree canopies would benefit remaining as low density housing (BCC 20.25H). Removing tree canopies negatively impact the already affected water and air temperatures, and the ecosystem and survival of Wilburton's wildlife. The sensitive ecosystem cannot be recovered with mitigation.



Tall Firs in Wilburton across of Bel-Red. Homes are surrounded by trees.



Goff Creek on 132nd where priority Cutthroat Trout live.



A backyard of a Wilburton home.



Dense tree canopies in the Wilburton area that cools water and air temperatures.



Wilburton home surrounded by marsh.



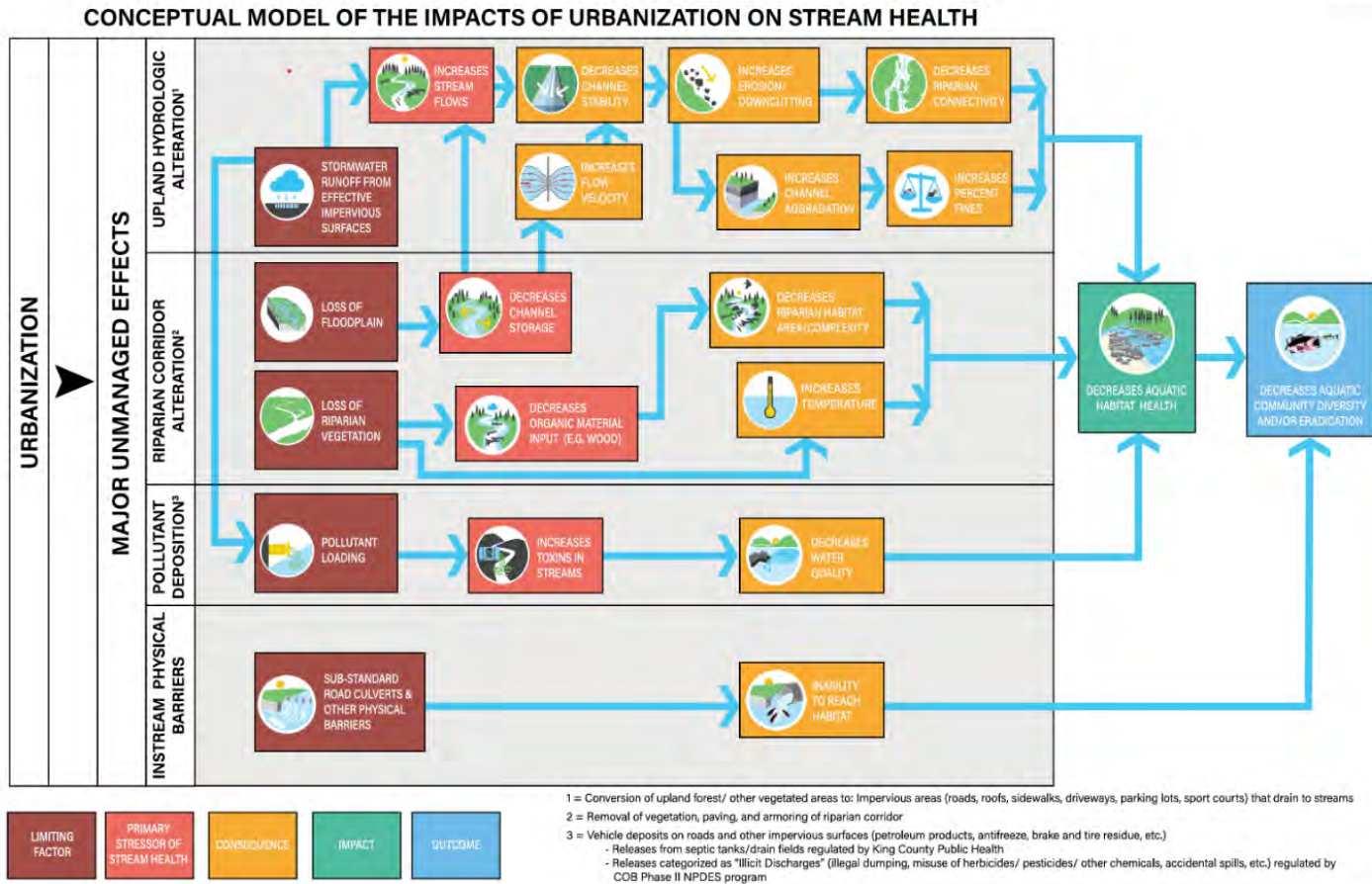
Homes in Wilburton, another example of the surrounding ecosystem which includes Goff Creek and Kelsey Creek.

“The land cover in the Greater Kelsey Creek Watershed is typical of urban watersheds with a lower percentage of tree canopy and higher percentage of impervious surface ...Within Bellevue, ownership of the riparian corridor across all of the subbasins within the Greater

Kelsey Creek Watershed is approximately 90 percent private property and 10 percent publicly owned (primarily parks)..."

Factors Affecting the Health of the Greater Kelsey Creek Watershed (1)

1. **Pollutant Loading:** Stormwater runoff from impervious surfaces includes road runoff, pollutants, contribute to the worsening habitat water quality for fish and wildlife.
2. **Stormwater Runoff from Effective Impervious Surfaces:** The City's flow control for new development has shown not to be effective at protecting streams from erosion.
3. **Road Culverts and Other Physical Barriers:** A number of physical barriers including undocumented barriers on private properties preventing fish passage for spawning and/or rearing have been identified in all the streams of the Greater Kelsey Creek Watershed.
4. **Loss of Floodplain and Riparian Function:** Urban development has confined and reduced the natural occurrence of wood entering many of the stream reaches in the Watershed. Tree canopies are becoming largely concentrated in parks reducing floodplain storage. This is leading to high velocities and flowrates. The City has invested tens of millions of dollars in the Greater Kelsey Creek Watershed over the past 15 years on in-stream projects that include repairing stormwater outfalls, stabilizing stream slopes, removing fish passage barriers, catching and removing fine sediment, and improving conveyance.



Laws Protecting Wilburton Critical Areas

WAC 365-196-580 Integration with the Shoreline Management Act

The Shoreline Management Act adds goals and policies as set forth under RCW 90.58.020 with equal order of priority goals under 36.70A.020.

Wilburton has the **Kelsey Creek Watershed System**, which includes **Goff Stream**, and is subject to Bellevue City Code Part 20.25H Critical Areas Overlay District. (1) :

“Critical Areas

Critical areas are parts of the landscape afforded special protection because they provide unique environmental functions that are difficult, if not impossible, to replace. The code protects six types of critical areas:

Streams and Riparian Areas

([LUC 20.25H.075](#)) Streams are classified into four types, based on their flow and capacity to support fish. Artificial channels (e.g., ditches) are generally not protected, unless they are used by salmonids or convey a stream that previously occurred naturally in that location.

A healthy stream needs healthy riparian areas along its banks and floodplain. Riparian vegetation provides shade, which protects water quality; retains soil, which prevents erosion that can affect salmon spawning and feeding areas; holds back flood flows; and provides wildlife habitat and the large woody debris that stores sediments, slows flood velocities, and creates good fish habitat.

Wetlands

([LUC 20.25H.095](#)) Wetlands include the vegetated edges of ponds and areas commonly called swamps, marshes, and bogs. Frequently, their water is only visible in the spring. Wetlands are classified into four categories, based on a combination of habitat, water quality, and flood-flow-reduction functions.

Wetlands provide rearing and foraging habitats for fish and wildlife and food chain support for downstream waters. Wetlands provide natural water quality improvement; flood-flow reduction and storage; shoreline erosion protection; and opportunities for passive recreation. Many urban wetlands are heavily disturbed, but still provide valuable water quality treatment and flood-flow reduction.

Habitats for Species of Local Importance

([LUC 20.25H.150](#)) Species of local importance are specifically recognized local populations of native species that are at risk of being lost from Bellevue—western pond turtle, Oregon spotted frog, western toad, Chinook salmon, bull trout, coho salmon, river lamprey, bald eagle, peregrine falcon, common loon, pileated woodpecker, Vaux's swift, merlin, western grebe, great blue heron, osprey, green heron, red-tailed hawk, western big-eared bat, Keen's myotis (bat), long-legged myotis (bat), and long-eared myotis (bat)—and whose presence can be an indicator of environmental health.

Habitats for these species provide the food, water, nesting/rearing, and cover necessary to support their populations. Protected habitats include naturally occurring ponds under 20 acres, concentrations of dead trees, caves and roosting structures, and large stands of conifers.

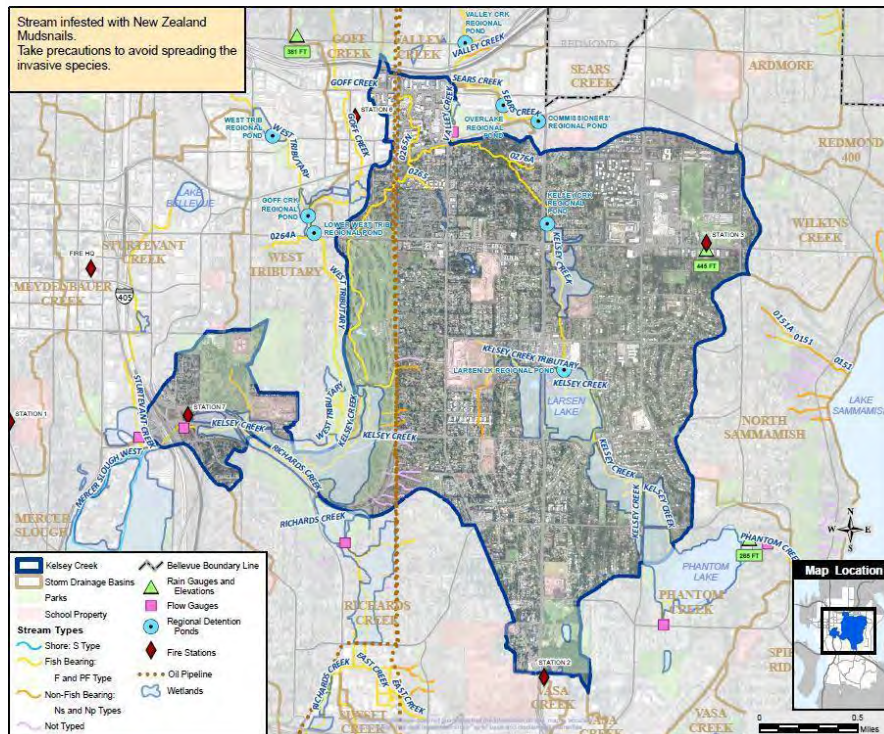
Geological Hazard Areas

([LUC 20.25H.120](#)) Geological hazard areas—landslide hazard areas, steep slopes, and coal mine hazard areas—are areas susceptible to erosion, sliding, earthquake, or other geological events. Because of their conditions, these areas pose a threat to health and safety when development is sited too close.

Geological hazard areas are regulated mainly for these safety reasons but also for their habitat values. Several of Bellevue's large blocks of forest are on steep slopes, providing wildlife habitat and important movement corridors. Steep slopes can also be conduits for groundwater draining from hillsides to form the headwaters of wetlands and streams.

Flood Hazard Areas

(LUC 20.25H.175) Flood hazard areas are those subject to 100-year floods (identified on FEMA Flood Insurance Rate Maps). These areas are designated to protect development from flooding and to protect the inherent functions of floodplains. Undeveloped floodplains store water and slow the downstream delivery of flood flows, reducing the impacts of a flood and recharging wetlands, streams and underground aquifers. Floodplain development reduces the floodplain's water storage capacity and puts valued property and infrastructure in the path of floodwaters. Runoff from impervious surfaces changes flood size and frequency and can degrade water quality.”



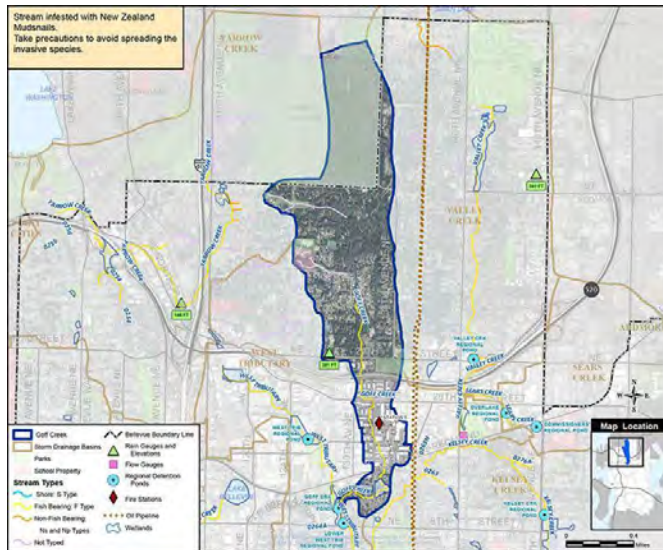
Kelsey Creek Drainage Details (City of Bellevue) *(2)

Salmon Present in the Basin

- Chinook*+
- Coho+
- Sockeye
- Cutthroat Trout

* Listed Federal Endangered Species

+ City Species of Local Importance (Bellevue Land Use Code 20.25H.150A)



**GOFF Creek – (City of Bellevue) *(2)
Salmon Present in the Basin**

- **Chinook*+**
- **Coho+**
- **Sockeye**
- **Rainbow & Cutthroat Trout**

*** Listed Federal Endangered Species**

+ City Species of Local Importance (Bellevue Land Use Code 20.25H.150A)

Our Wilburton subarea is expected to grow. We sincerely hope that measures will be taken to ensure the growth is accompanied by safeguards that prioritize the safety of our neighborhood and preserve the unique environment that makes Wilburton so special. Being one of the few areas with tree canopies in a city of this size in the entire USA, the preservation of our environment was a primary factor in our decision to live here. I appreciate the opportunity to work with our city to provide housing and an inclusive community.

Sincerely,

Jiang Wu and his family
12814 NE 4th PL, Bellevue, WA

- (1) City of Bellevue Watershed Management Plan
- (2) <https://bellevuewa.gov/city-government/departments/utilities/conservation-and-the-environment/drainage-basins/kelsey-creek-basin-drainage-details>
- (3) [Climate change: Trees 'most effective solution' for warming - BBC News](#)

Johnson, Thara

From: phyllisjwhite@comcast.net
Sent: Tuesday, July 11, 2023 7:55 PM
To: Malakoutian, Mohammad; Ferris,Carolynn; Goeppeler, Craighton; Bhargava, Vishal; Brown, Karol; Cuellar-Calad, Luisa; Khanloo, Negin
Cc: Robertson, Jennifer S.; PlanningCommission
Subject: Public Comments for Planning Commission Meeting 7-12-23
Attachments: Public Comments 7-12-23 for Phyllis White.docx

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Dear Chair Ferris, Vice Chair Bhargava, Commissioners, and Councilmember Robertson,

Attached is my public comment for the 7-12-23 Planning Commission meeting.

Thank you.

Best regards,

Phyllis White

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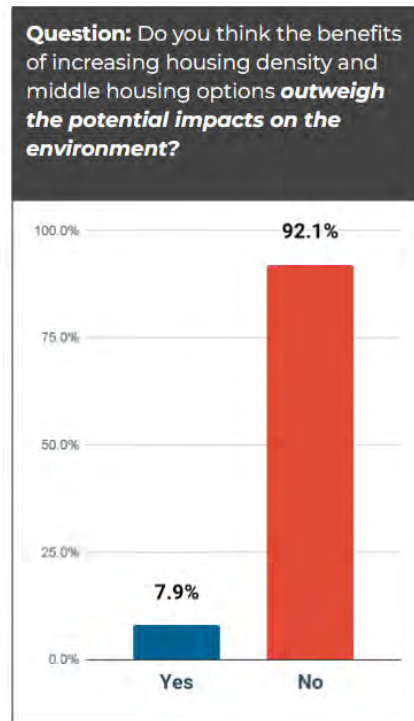
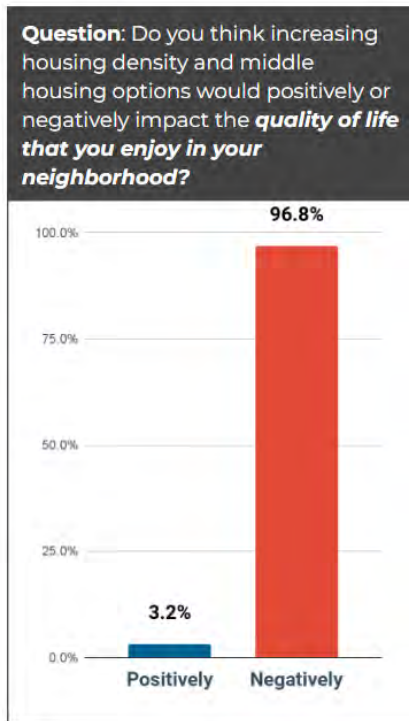
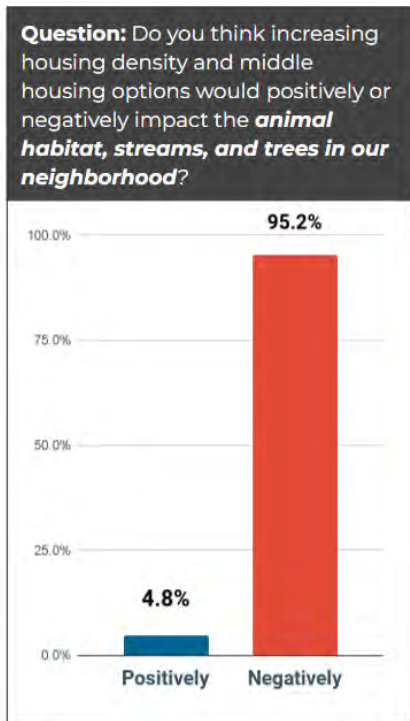
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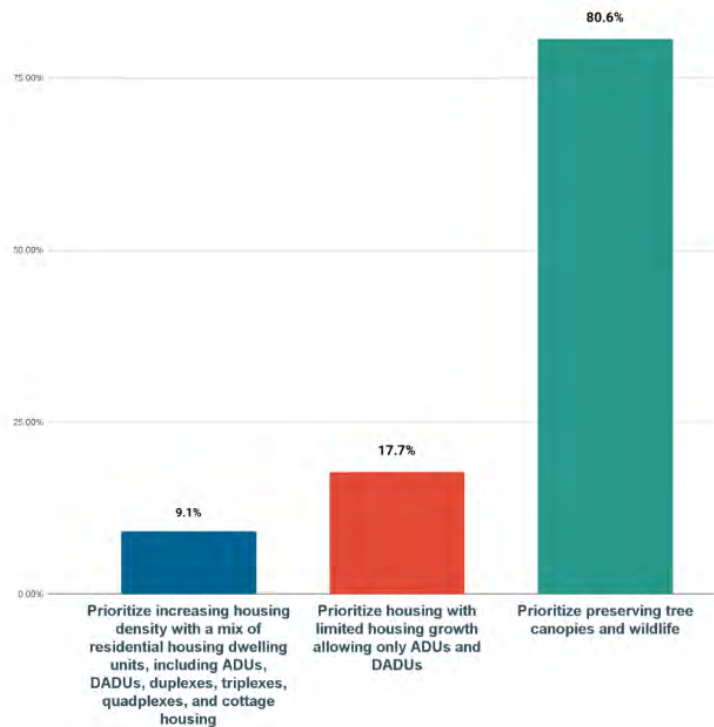
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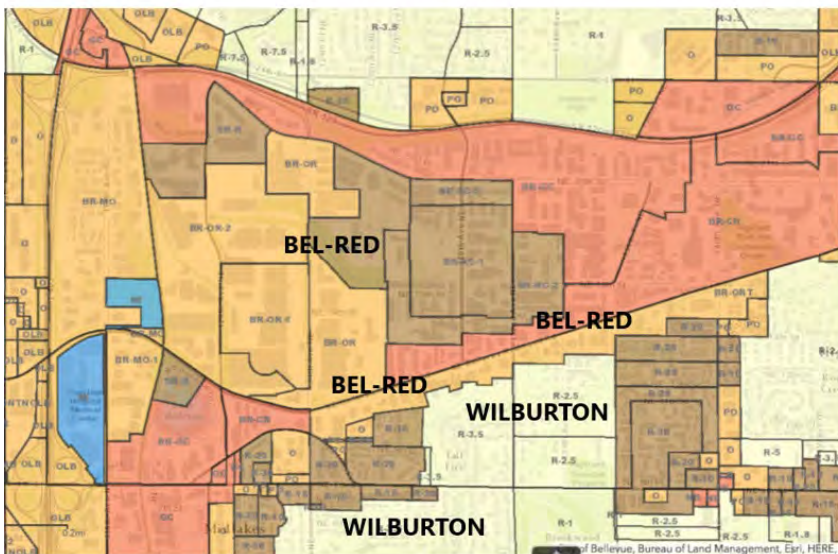
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Wilburton Natural Determinants Policies:

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POLICYS-WI-16. Protect and enhance streams, drainage ways, and wetlands in the Kelsey Creek Basin.

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Another Hawk on a neighbor's Tree.



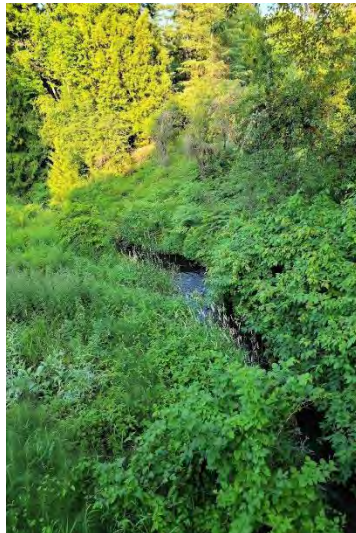
A Great Blue Heron, a Priority Species.



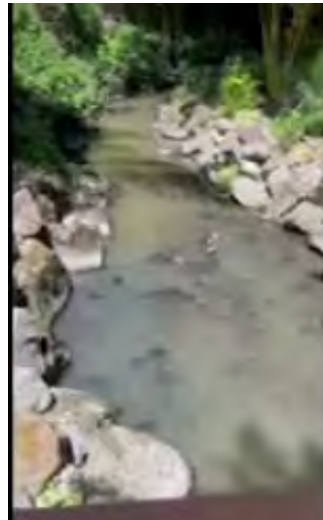
A Bobcat on my neighbor's Fence



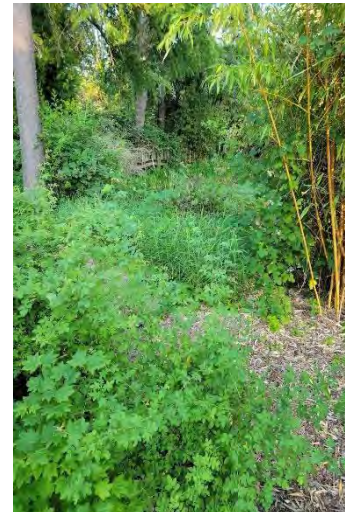
A Bald Eagle flying over my neighbor's roof.



The Kelsey Creek on our street yesterday. Chinook (endangered species), Coho, and Sockeye salmon spawn in Kelsey Creek.



Kelsey Creek in our neighbor's yard was unusually dirty last week.



Marsh land under a bridge in a neighboring street on 132nd.

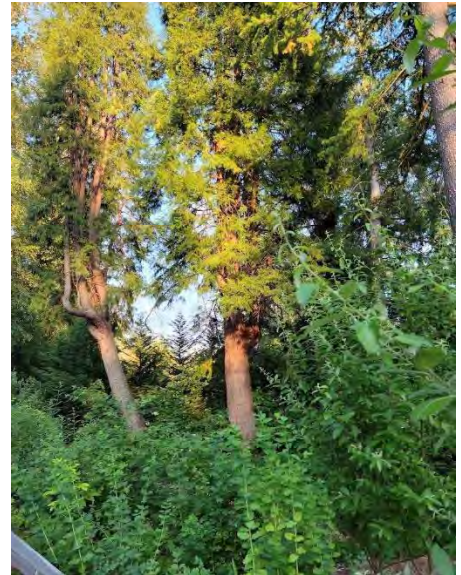
The neighborhood is in a critical area with many mature tree canopies. This area is being designated for R-Suburban, with single-family, duplexes, and cottage housing. Critical areas with many tree canopies would benefit remaining as low density housing (BCC 20.25H). Removing tree canopies negatively impact the already affected water and air temperatures, and the ecosystem and survival of Wilburton's wildlife. The sensitive ecosystem cannot be recovered with mitigation.



Tall Firs in Wilburton across of Bel-Red. Homes are surrounded by trees.



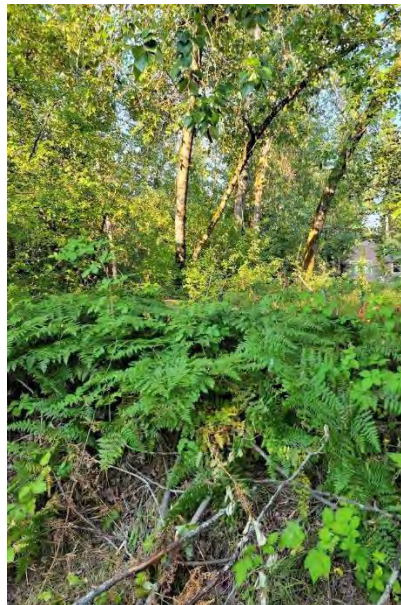
Goff Creek on 132nd where priority Cutthroat Trout live.



A backyard of a Wilburton home.



Dense tree canopies in the Wilburton area that cools water and air temperatures.



Wilburton home surrounded by marsh.



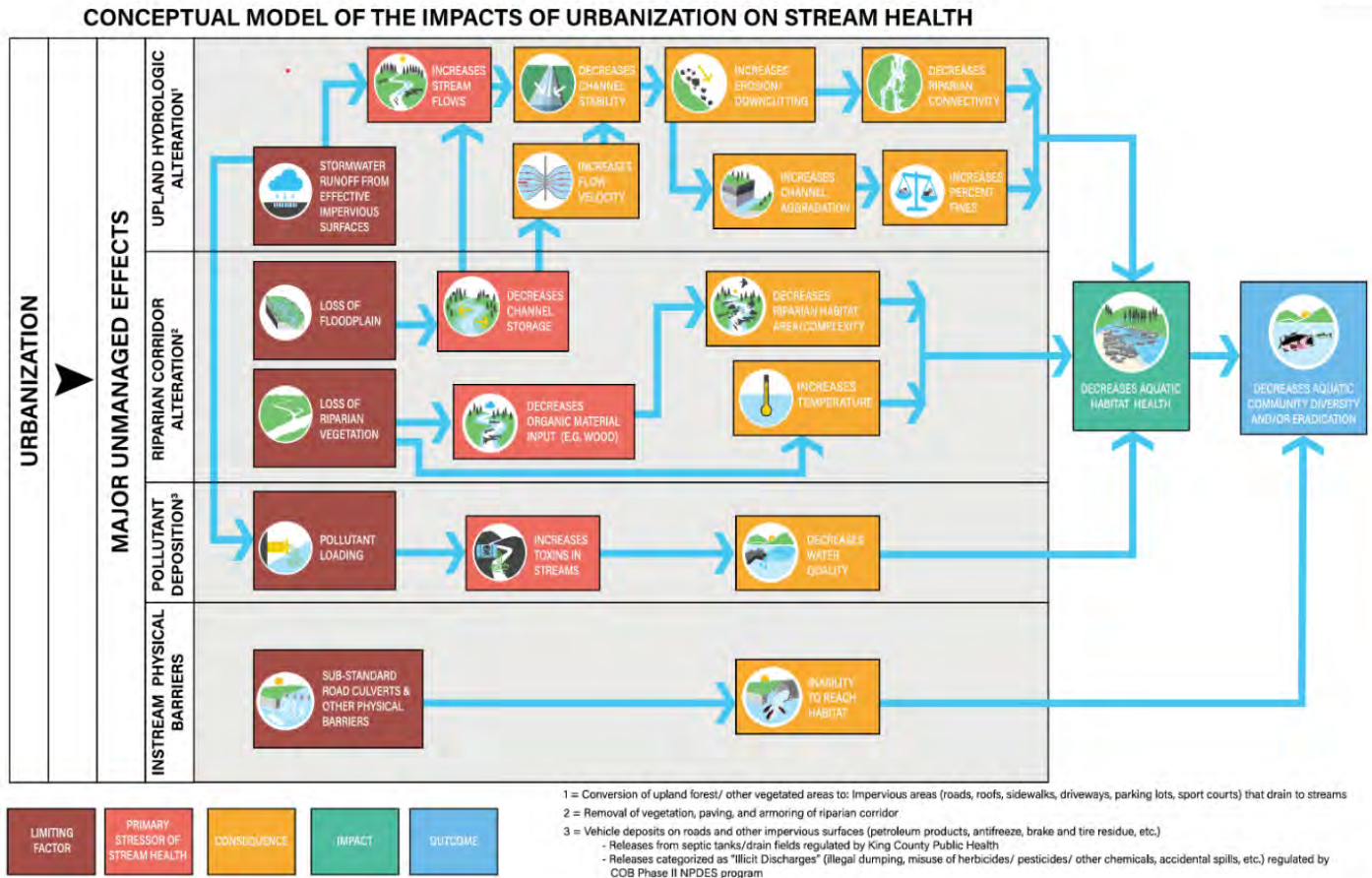
Homes in Wilburton, another example of the surrounding ecosystem which includes Goff Creek and Kelsey Creek.

“The land cover in the Greater Kelsey Creek Watershed is typical of urban watersheds with a lower percentage of tree canopy and higher percentage of impervious surface . . . Within Bellevue, ownership of the riparian corridor across all of the subbasins within the Greater Kelsey Creek Watershed is approximately 90 percent private property and 10 percent publicly owned (primarily parks)...”

Factors Affecting the Health of the Greater Kelsey Creek Watershed (1)

- Pollutant Loading:** Stormwater runoff from impervious surfaces includes road runoff, pollutants, contribute to the worsening habitat water quality for fish and wildlife.
- Stormwater Runoff from Effective Impervious Surfaces:** The City's flow control for new development has shown not to be effective at protecting streams from erosion.
- Road Culverts and Other Physical Barriers:** A number of physical barriers including undocumented barriers on private properties preventing fish passage for spawning and/or rearing have been identified in all the streams of the Greater Kelsey Creek Watershed.
- Loss of Floodplain and Riparian Function:** Urban development has confined and reduced the natural occurrence of wood entering many of the stream reaches in the Watershed. Tree canopies are becoming largely concentrated in parks reducing floodplain storage. This is leading to high velocities and flowrates. The City has invested tens of millions of dollars in the Greater Kelsey Creek Watershed over the past 15 years on in-stream projects that include repairing stormwater outfalls, stabilizing stream slopes, removing fish passage barriers, catching and removing fine sediment, and improving conveyance.

Find text in



Laws Protecting Wilburton Critical Areas

WAC 365-196-580 Integration with the Shoreline Management Act

The Shoreline Management Act adds goals and policies as set forth under RCW 90.58.020 with equal order of priority goals under 36.70A.020.

Wilburton has the **Kelsey Creek Watershed System**, which includes **Goff Stream**, and is subject to Bellevue City Code Part 20.25H Critical Areas Overlay District. (1) :

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Critical areas are parts of the landscape afforded special protection because they provide unique environmental functions that are difficult, if not impossible, to replace. The code protects six types of critical areas:

Streams and Riparian Areas

(LUC 20.25H.075) Streams are classified into four types, based on their flow and capacity to support fish. Artificial channels (e.g., ditches) are generally not protected, unless they are used by salmonids or convey a stream that previously occurred naturally in that location.

A healthy stream needs healthy riparian areas along its banks and floodplain. Riparian vegetation provides shade, which protects water quality; retains soil, which prevents erosion that can affect salmon spawning and feeding areas; holds back flood flows; and provides wildlife habitat and the large woody debris that stores sediments, slows flood velocities, and creates good fish habitat.

Wetlands

(LUC 20.25H.095) Wetlands include the vegetated edges of ponds and areas commonly called swamps, marshes, and bogs. Frequently, their water is only visible in the spring. Wetlands are classified into four categories, based on a combination of habitat, water quality, and flood-flow-reduction functions.

Wetlands provide rearing and foraging habitats for fish and wildlife and food chain support for downstream waters. Wetlands provide natural water quality improvement; flood-flow reduction and storage; shoreline erosion protection; and opportunities for passive recreation. Many urban wetlands are heavily disturbed, but still provide valuable water quality treatment and flood-flow reduction.

Habitats for Species of Local Importance

(LUC 20.25H.150) Species of local importance are specifically recognized local populations of native species that are at risk of being lost from Bellevue—western pond turtle, Oregon spotted frog, western toad, Chinook salmon, bull trout, coho salmon, river lamprey, bald eagle, peregrine falcon, common loon, pileated woodpecker, Vaux’s swift, merlin, western grebe, great blue heron, osprey, green heron, red-tailed hawk, western big-eared bat, Keen’s myotis (bat), long-legged myotis (bat), and long-eared myotis (bat)—and whose presence can be an indicator of environmental health.

Habitats for these species provide the food, water, nesting/rearing, and cover necessary to support their populations. Protected habitats include naturally occurring ponds under 20 acres, concentrations of dead trees, caves and roosting structures, and large stands of conifers.

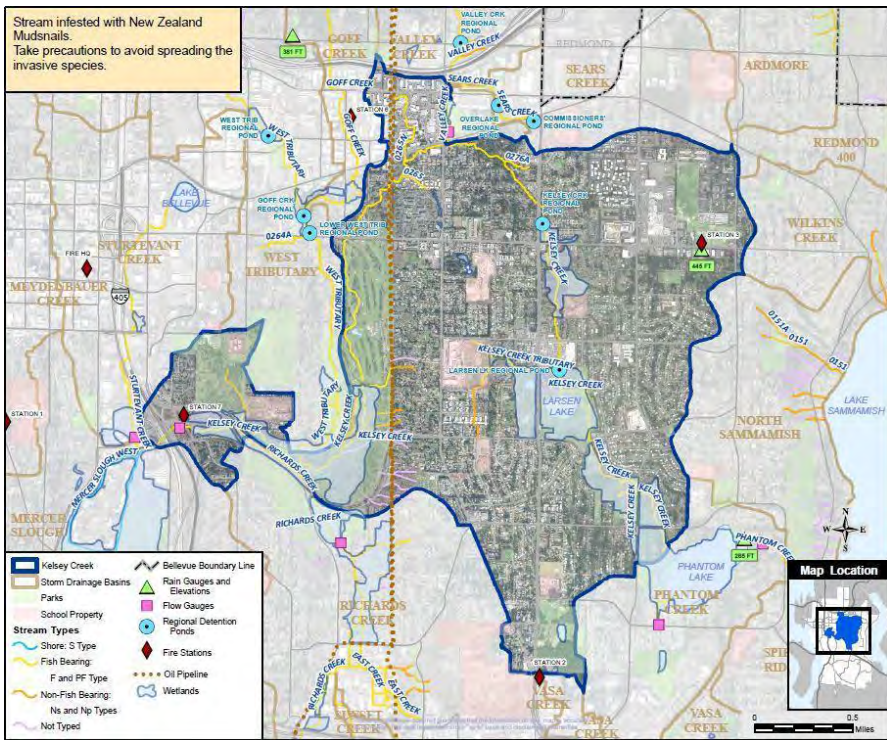
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Geological hazard areas are regulated mainly for these safety reasons but also for their habitat values. Several of Bellevue’s large blocks of forest are on steep slopes, providing wildlife habitat and important movement corridors. Steep slopes can also be conduits for groundwater draining from hillsides to form the headwaters of wetlands and streams.

Flood Hazard Areas

(LUC 20.25H.175) Flood hazard areas are those subject to 100-year floods (identified on FEMA Flood Insurance Rate Maps). These areas are designated to protect development from flooding and to protect the inherent functions of floodplains. Undeveloped floodplains store water and slow the downstream delivery of flood flows, reducing the impacts of a flood and recharging wetlands, streams and underground aquifers. Floodplain development reduces the floodplain’s water storage capacity and puts valued property and infrastructure in the path of floodwaters. Runoff from impervious surfaces changes flood size and frequency and can degrade water quality.”

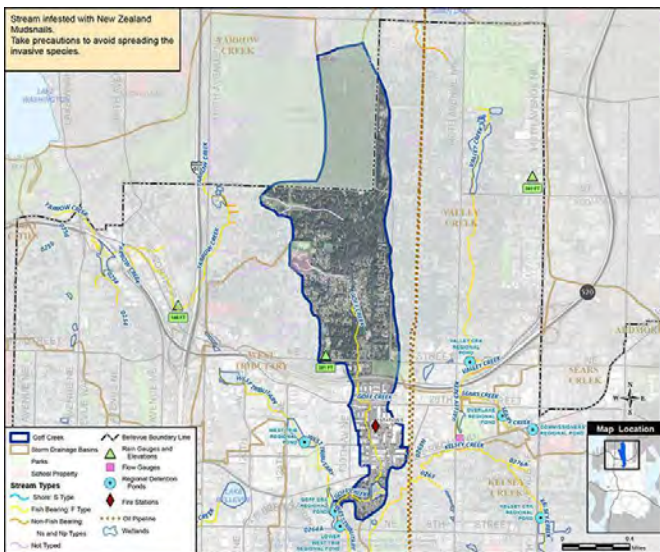


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Salmon Present in the Basin

- Chinook**
- Coho+
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* Listed Federal Endangered Species

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Our Wilburton subarea is expected to grow. We sincerely hope that measures will be taken to ensure the growth is accompanied by safeguards that prioritize the safety of our neighborhood and preserve the unique environment that makes Wilburton so special. Being one of the few areas with tree canopies in a city of this size in the entire USA, the preservation of our environment was a primary factor in our decision to live here. I appreciate the opportunity to work with our city to provide housing and an inclusive community.

Sincerely,

Phyllis White
1057 134th Ave NE
Bellevue, WA 98005

1. City of Bellevue Watershed Management Plan
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3. [Climate change: Trees 'most effective solution' for warming - BBC News](#)

Johnson, Thara

From: Luke Ge <l.ge@outlook.com>
Sent: Tuesday, July 11, 2023 3:35 PM
To: PlanningCommission
Subject: Please include me as a party of record

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

Dear Chair Ferris, Vice Chair Bhargava, Commissioners, and Councilmember Robertson,

My name is Liangwei GE. Thank you for the opportunity to comment on the City of Bellevue 2024–2044 Comprehensive Plan Periodic Update and Wilburton Vision Implementation EIS.

Neighborhood subareas next to major transit systems differ in character, density, landscape, and environment. A one-size-fits-all solution does not take into account the needs and characteristics of the affected areas and the impact it will have on residents' well-being, quality of life, and the natural environment. An approach tailored to meet our community's needs may improve the quality of life for all its residents.

Here are key priorities that our Wilburton neighborhood considers significant and important:

- Prioritize the preservation of Wilburton's environmental ecosystem as they are essential for the health and integrity of Wilburton's critical areas. A survey was undertaken, reaching out to every Wilburton accessible Wilburton home on our single-family residential streets nearest to Bel-Red. The survey results below show that the majority of residents prioritize the preservation of their neighborhood environment over housing density.



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Given the unpredictable economy and increasing options for remote work, Alternative 3 is not a desirable choice for the following reasons :

1. Alternative 2 OR a different alternative will provide for more flexibility with a changing economy and job market.
2. Consider that on average, individuals are likely to transition to different jobs, each in a different location approximately six times throughout their lifetime.

The Wilburton Vision Implementation will include another growth development with another 5,000 plus additional housing units on NE 116th.

Wilburton will be affected by tremendous growth. I support the inception and reinstatement of the following Wilburton/NE 8th Subarea Plan Goals:

"Wilburton/NE 8th Subarea Plan Goals

· **To separate residential, recreational, and open space areas from commercial areas and to protect space.**

· **To improve pedestrian accessibility and attractiveness of commercial areas for residents of Bellevue.**

To support the provision of commercial services in Wilburton that complement Downtown..."

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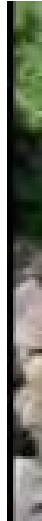
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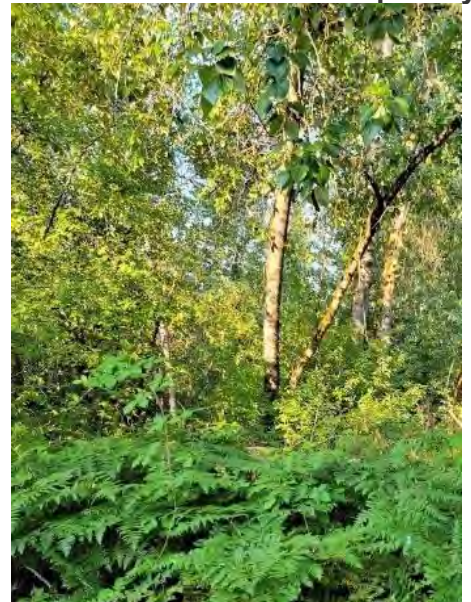
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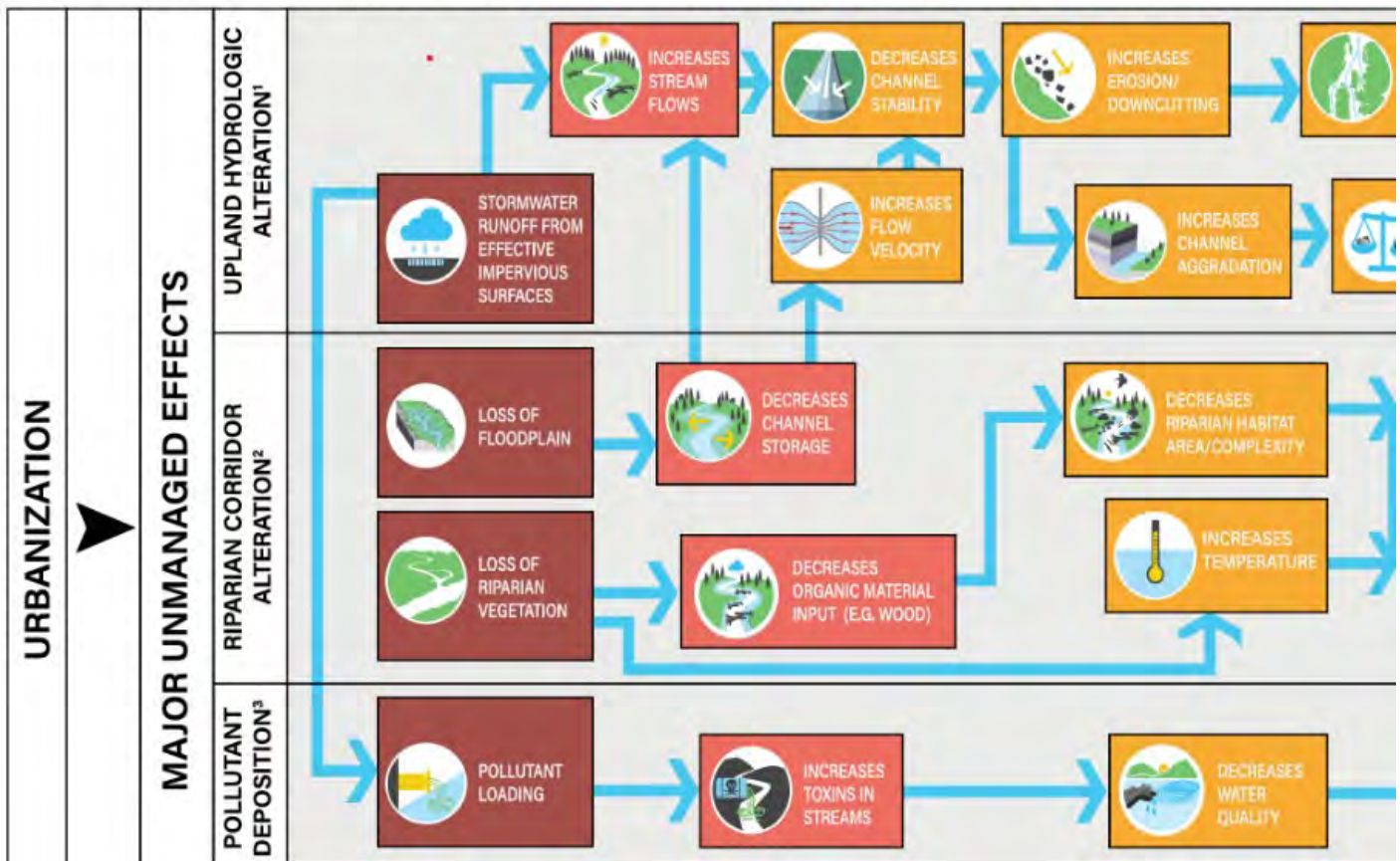
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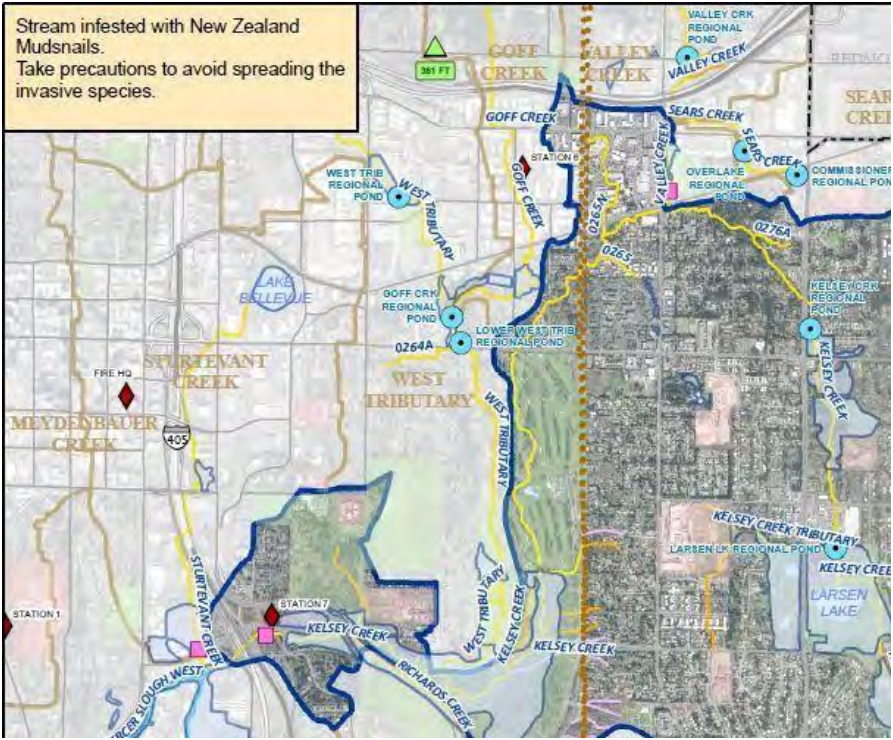
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Flood Hazard Areas

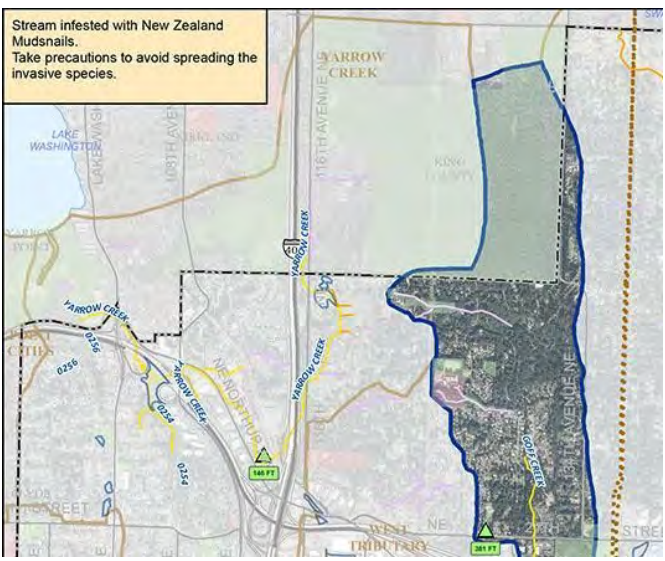
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13018 NE 1st St, Bellevue WA 98005

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Johnson, Thara

From: Steve Engen <sengen09@gmail.com>
Sent: Tuesday, July 11, 2023 3:27 PM
To: PlanningCommission
Subject: Letter to Planning Commission
Attachments: Letter for Public Comments 7-12-23 final copy.docx

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

Dear Bellevue Planning Commission,

Please see my letter attached and kindly consider the implications to the residents of Bellevue

Thank you,

Steve Engen

Steve Engen | Renexes LLC

CEO

[linkedin.com/in/steveengen](https://www.linkedin.com/in/steveengen)

Please include me as a party of record.

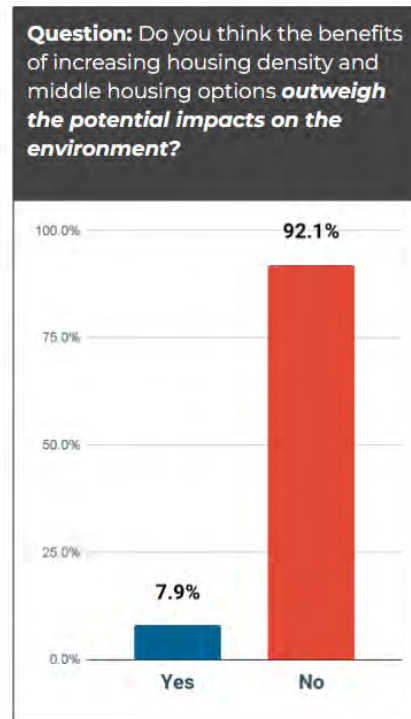
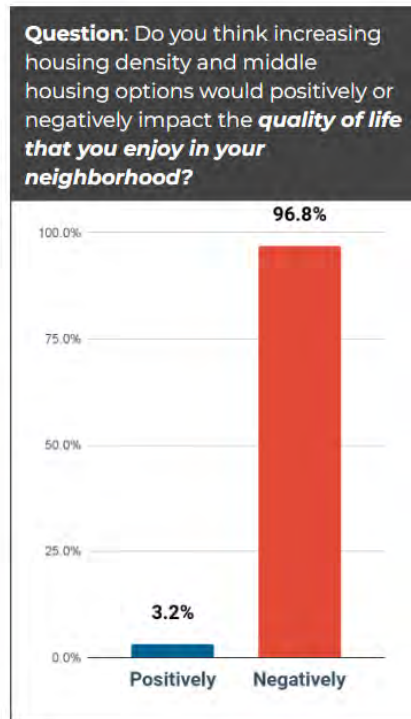
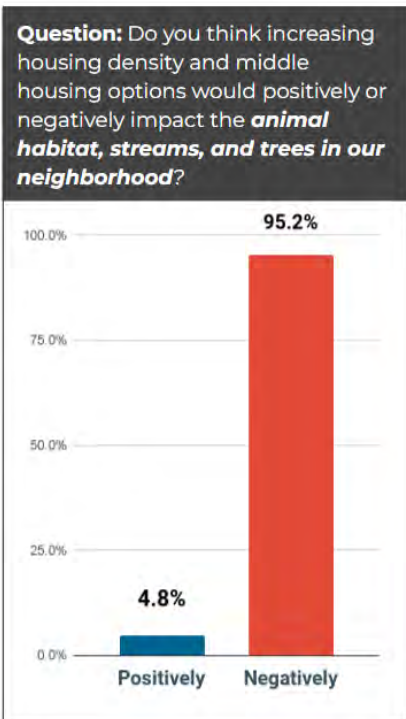
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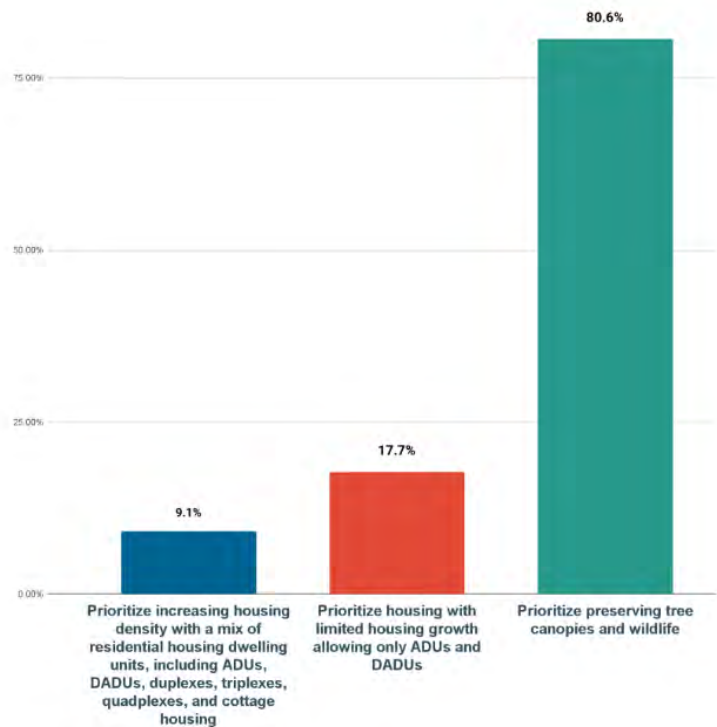
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Question:
 If given the choice, would you prefer the Wilburton Subarea to **prioritize preserving the streams, tree canopies and the wildlife that depend on them or increasing housing density?**

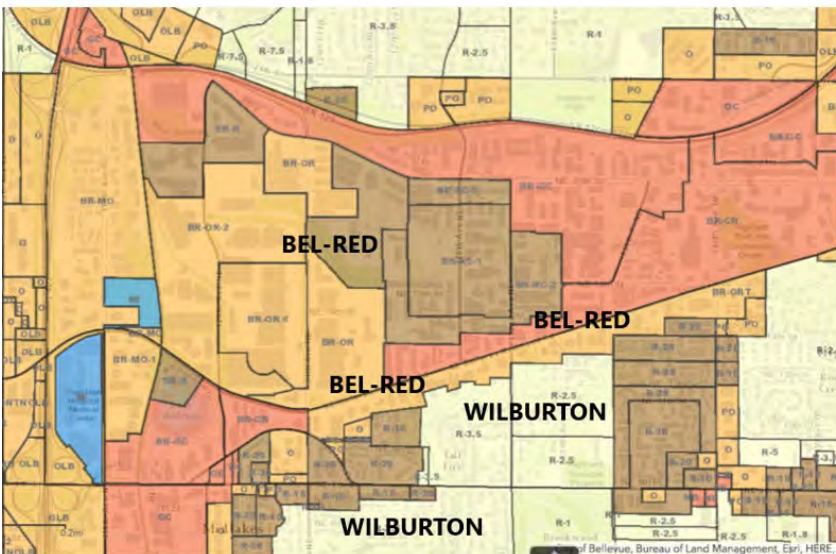


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Given the unpredictable economy and increasing options for remote work, Alternative 3 is not a desirable choice for the following reasons :

1. Alternative 2 OR a different alternative will provide for more flexibility with a changing economy and job market.
2. Consider that on average, individuals are likely to transition to different jobs, each in a different location approximately six times throughout their lifetime.
3. Employers are increasingly embracing remote work options and reducing their reliance on office spaces. The projected growth of 35,000 may be too ambitious. It is important to consider that reversing the environmental impact caused by such growth is unlikely to occur.

4. Alternative 3 does not ensure the job market and economic needs are met for different income levels. People who move to Bellevue without jobs and in a vulnerable market may be at high risk for challenges of displacement, homelessness, drug use, illegal drug sales, acute mental illness secondary to drug use, susceptible to drug related crimes, and increasing medical needs. Isolation, loneliness, and homelessness lead to declining health and well-being. This is evident in the city of Seattle where people attracted to Seattle’s resources continued to live without jobs and homelessness.
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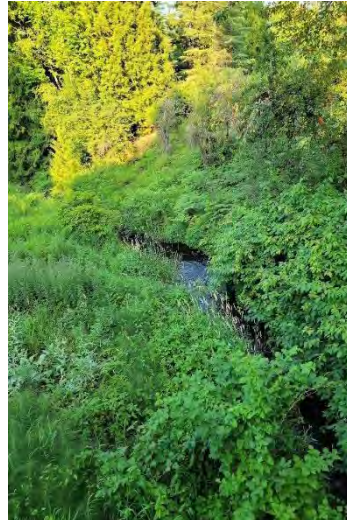
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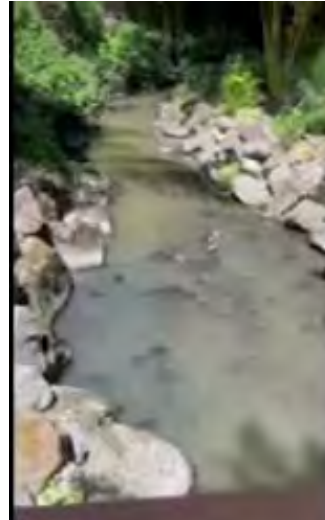
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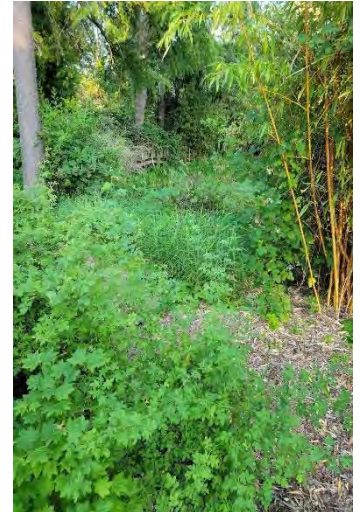
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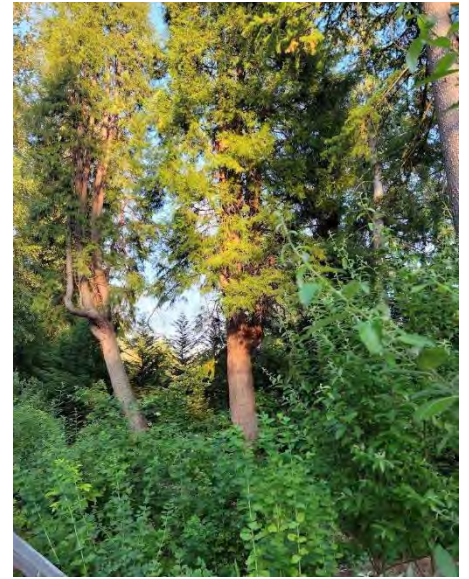
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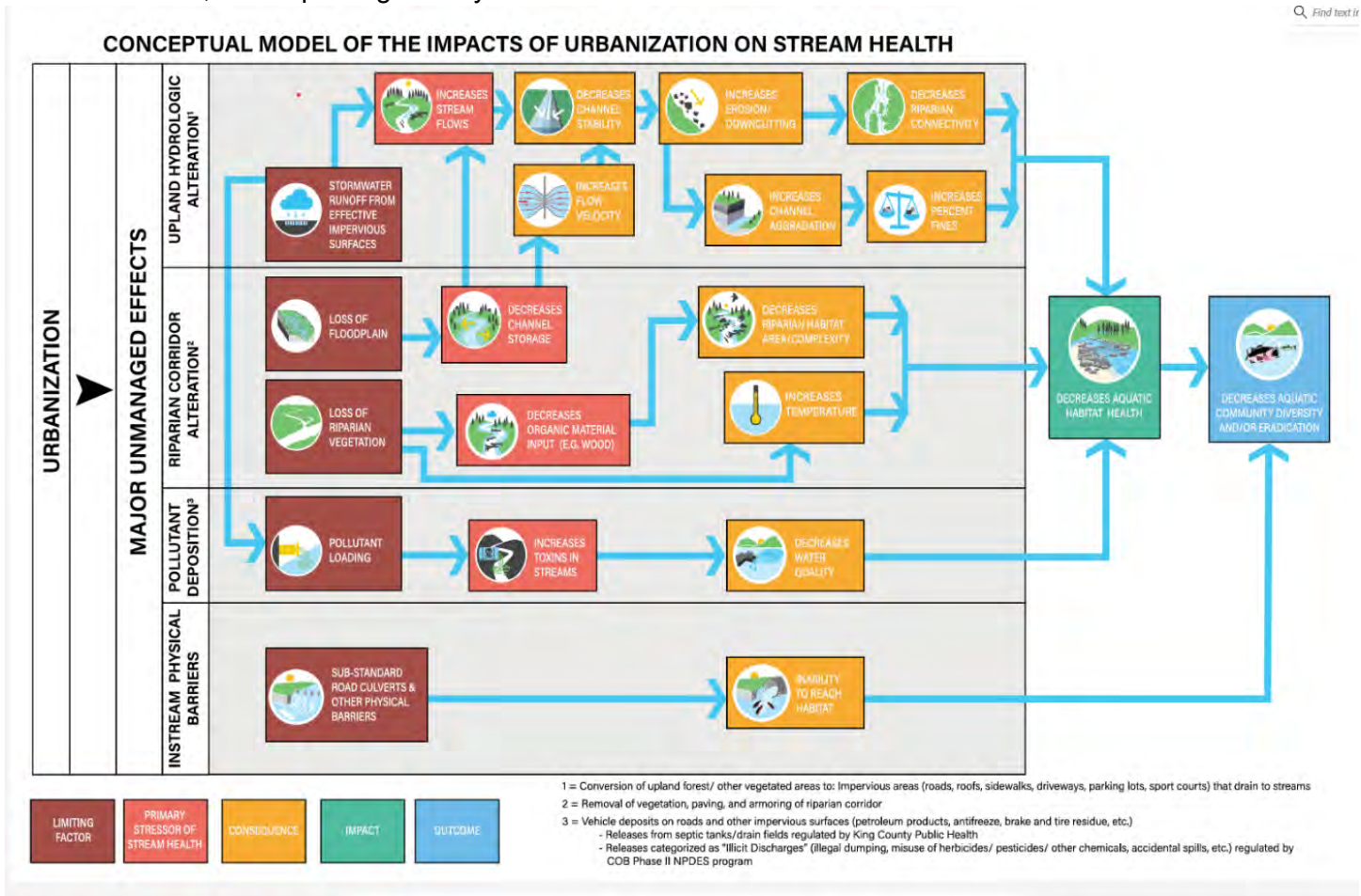
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Factors Affecting the Health of the Greater Kelsey Creek Watershed (1)

1. **Pollutant Loading:** Stormwater runoff from impervious surfaces includes road runoff, pollutants, contribute to the worsening habitat water quality for fish and wildlife.

- Stormwater Runoff from Effective Impervious Surfaces:** The City's flow control for new development has shown not to be effective at protecting streams from erosion.
- Road Culverts and Other Physical Barriers:** A number of physical barriers including undocumented barriers on private properties preventing fish passage for spawning and/or rearing have been identified in all the streams of the Greater Kelsey Creek Watershed.
- Loss of Floodplain and Riparian Function:** Urban development has confined and reduced the natural occurrence of wood entering many of the stream reaches in the Watershed. Tree canopies are becoming largely concentrated in parks reducing floodplain storage. This is leading to high velocities and flowrates. The City has invested tens of millions of dollars in the Greater Kelsey Creek Watershed over the past 15 years on in-stream projects that include repairing stormwater outfalls, stabilizing stream slopes, removing fish passage barriers, catching and removing fine sediment, and improving conveyance.



Laws Protecting Wilburton Critical Areas

WAC 365-196-580 Integration with the Shoreline Management Act

The Shoreline Management Act adds goals and policies as set forth under RCW 90.58.020 with equal order of priority goals under 36.70A.020.

Wilburton has the **Kelsey Creek Watershed System**, which includes **Goff Stream**, and is subject to Bellevue City Code Part 20.25H Critical Areas Overlay District. (1) :

“Critical Areas

Critical areas are parts of the landscape afforded special protection because they provide unique environmental functions that are difficult, if not impossible, to replace. The code protects six types of critical areas:

Streams and Riparian Areas

(LUC 20.25H.075) Streams are classified into four types, based on their flow and capacity to support fish. Artificial channels (e.g., ditches) are generally not protected, unless they are used by salmonids or convey a stream that previously occurred naturally in that location.

A healthy stream needs healthy riparian areas along its banks and floodplain. Riparian vegetation provides shade, which protects water quality; retains soil, which prevents erosion that can affect salmon spawning and feeding areas; holds back flood flows; and provides wildlife habitat and the large woody debris that stores sediments, slows flood velocities, and creates good fish habitat.

Wetlands

(LUC 20.25H.095) Wetlands include the vegetated edges of ponds and areas commonly called swamps, marshes, and bogs. Frequently, their water is only visible in the spring. Wetlands are classified into four categories, based on a combination of habitat, water quality, and flood-flow-reduction functions.

Wetlands provide rearing and foraging habitats for fish and wildlife and food chain support for downstream waters. Wetlands provide natural water quality improvement; flood-flow reduction and storage; shoreline erosion protection; and opportunities for passive recreation. Many urban wetlands are heavily disturbed, but still provide valuable water quality treatment and flood-flow reduction.

Habitats for Species of Local Importance

(LUC 20.25H.150) Species of local importance are specifically recognized local populations of native species that are at risk of being lost from Bellevue—western pond turtle, Oregon spotted frog, western toad, Chinook salmon, bull trout, coho salmon, river lamprey, bald eagle, peregrine falcon, common loon, pileated woodpecker, Vaux’s swift, merlin, western grebe, great blue heron, osprey, green heron, red-tailed hawk, western big-eared bat, Keen’s myotis (bat), long-legged myotis (bat), and long-eared myotis (bat)—and whose presence can be an indicator of environmental health.

Habitats for these species provide the food, water, nesting/rearing, and cover necessary to support their populations. Protected habitats include naturally occurring ponds under 20 acres, concentrations of dead trees, caves and roosting structures, and large stands of conifers.

Geological Hazard Areas

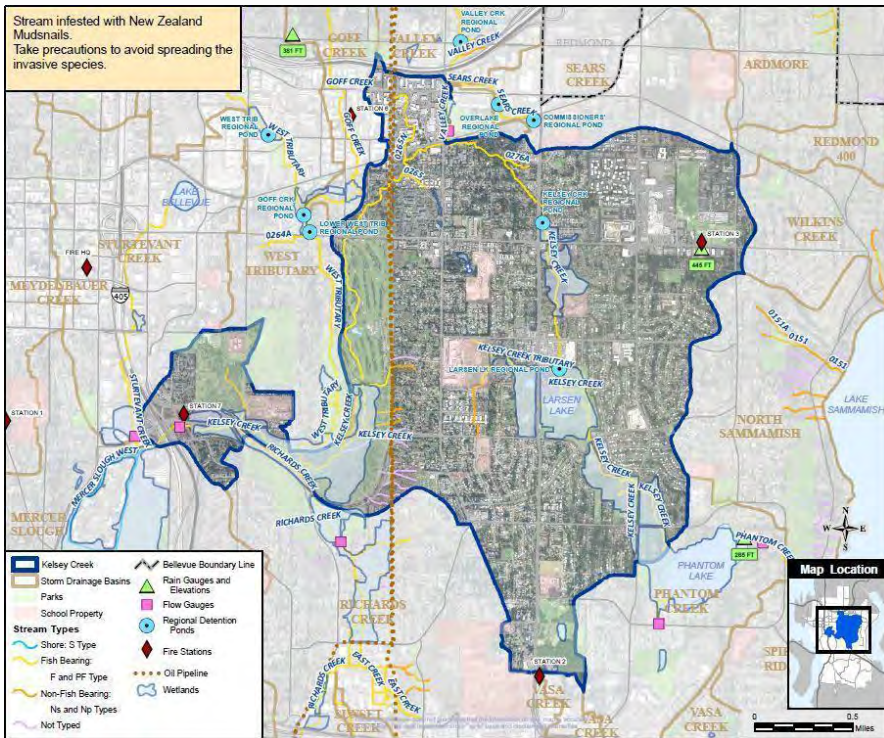
(LUC 20.25H.120) Geological hazard areas—landslide hazard areas, steep slopes, and coal mine hazard areas—are areas susceptible to erosion, sliding, earthquake, or other geological events. Because of their conditions, these areas pose a threat to health and safety when development is sited too close.

Geological hazard areas are regulated mainly for these safety reasons but also for their habitat values. Several of Bellevue’s large blocks of forest are on steep slopes, providing wildlife habitat and important movement corridors. Steep slopes can also be conduits for groundwater draining from hillsides to form the headwaters of wetlands and streams.

Flood Hazard Areas

(LUC 20.25H.175) Flood hazard areas are those subject to 100-year floods (identified on FEMA Flood Insurance Rate Maps). These areas are designated to protect development from flooding and to protect the inherent functions of floodplains. Undeveloped floodplains store water and slow the downstream delivery of flood flows, reducing the impacts of a flood and recharging wetlands, streams and underground aquifers.

Floodplain development reduces the floodplain's water storage capacity and puts valued property and infrastructure in the path of floodwaters. Runoff from impervious surfaces changes flood size and frequency and can degrade water quality."



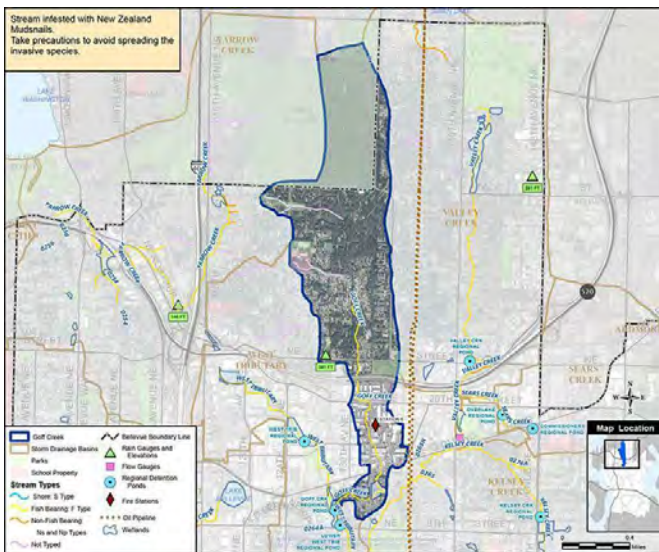
Kelsey Creek Drainage Details (City of Bellevue) *(2)

Salmon Present in the Basin

- Chinook**
- Coho+
- Sockeye
- Cutthroat Trout

* Listed Federal Endangered Species

+ City Species of Local Importance (Bellevue Land Use Code 20.25H.150A)



GOFF Creek – (City of Bellevue) *(2)

Salmon Present in the Basin

- Chinook**
- Coho+

- Sockeye
 - Rainbow & Cutthroat Trout
- * Listed Federal Endangered Species
- + City Species of Local Importance (Bellevue Land Use Code 20.25H.150A)

Our Wilburton subarea is expected to grow. We sincerely hope that measures will be taken to ensure the growth is accompanied by safeguards that prioritize the safety of our neighborhood and preserve the unique environment that makes Wilburton so special. Being one of the few areas with tree canopies in a city of this size in the entire USA, the preservation of our environment was a primary factor in our decision to live here. I appreciate the opportunity to work with our city to provide housing and an inclusive community.

Sincerely,

Steve Engen

1049 134th Ave NE

Bellevue, WA 98005

- (1) City of Bellevue Watershed Management Plan
- (2) <https://bellevuewa.gov/city-government/departments/utilities/conservation-and-the-environment/drainage-basins/kelsey-creek-basin-drainage-details>
- (3) [Climate change: Trees 'most effective solution' for warming - BBC News](#)

Johnson, Thara

From: Mechele G <mtgruhn@msn.com>
Sent: Tuesday, July 11, 2023 3:23 PM
To: PlanningCommission; Wilburton Vision; Shull, Janet
Cc: tmgruhn@msn.com
Subject: Wilburton Vision Implementation and Comprehensive Plan

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

Hello Planning Commission, Wilburton Vision and Janet Shull,

I would like to thank all of you for the significant amount of work that has been undertaken to arrive at a comprehensive development plan for the Wilburton Commercial Area. My husband and I have lived in the Tall Firs Estates for over 15 years and have seen the significant positive changes that are underway in our area.

By far, Tall Firs is the best neighborhood I've live in. I know most of my neighbors. We help each other. There is diversity of age, family size, race. It's wonderful and Tall Firs has benefited from the progress of development plans of years past.

Along with progress has come a disturbing trend in new housing. I've seen the Dept of Licensing office changed out for multifamily housing that currently lists around \$1.2 million. I've seen new homes put on previously green belt spaces that are \$2.4 million and more. None of these house are "affordable" for the average residents of this area, who by your own study have a median household income of \$65,493.

The median household income for the Study Area is \$65,493, lower than for the City of Bellevue as a whole (\$92,356) and lower than Downtown Bellevue (\$80,815). [3-7 NeighborhoodsPopulation Wilburton DEIS 2018.pdf \(bellevuewa.gov\)](#)

In the current plan, only 10% of the houses will be slated to be "affordable". The rest will be then, by definition "unaffordable" for those of median income in the area. (Exhibit 3.7-9 for Alt 2, the highest of the alternatives) This is not enough. We need to do better for our neighbors and ourselves. Even at the higher incentivized 20% number, we are still well below where we deserve it to ourselves to be.

This will not only affect those currently in "affordable" housing. With only 20% (at a high, based on your own research) of homes are "affordable" the price inflation for existing homes, which are lower priced than the new ones will be significant and will escalate the property tax issue for retirees like me and others of median income. Increasing property taxes are a boon for cities, states, and schools. However, the amount of property taxes – the amount – not the rate – has increased so geometrically the last decade that it will price us out of our home and neighborhood. Our income is above median, but is not increasing at the same pace as our property taxes, which increasing at over 11% per year (avg). Adding over 5K new homes at "unaffordable" prices will only drive those taxes higher.

The affordable housing in the plan does not go far enough. Not for my neighbors who are at median income, nor for people like me either. All of us will need to relocate unless we adjust the ratio of affordable housing higher.

Thank you for taking the time to read this and for your hard work on this plan. I know that there is no perfect answer and that you will do your best to prevent needless dislocation of existing Wilburton neighbors.

Sincerely,
Mechele Gruhn

Johnson, Thara

From: weezbaum@comcast.net
Sent: Tuesday, July 11, 2023 11:55 AM
To: PlanningCommission
Subject: Comment - Bellevue 2024-2044 Comprehensive Plan Periodic Update and Wilburton Vison Implementation EIS

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Dear Planning Commission,

The goal of increasing housing density is important to the region.

That said, many parts of the Wilburton area are blessed with a vibrant and critical ecosystem that must be preserved at all costs – even when that means fewer building projects that tear down trees and destroy these vital areas.

In our neighborhood we have beaver dams, which have provided a home for ducks and cranes, we have owls, and even an occasional bobcat or two.

If we're lucky, someday, salmon may spawn in the creek again, as they did many, many years ago.

With all the development in the area we're seeing fewer squirrels and birds. It's very sad.

This wildlife we are duty-bound to protect need green space, and NOT more dense housing, runoff, and lack of shade.

For once, we need to think about them and where they live. Please do that!

Thank you for your consideration.

Herb & Debra Weisbaum
12924 NE 10th Place
Bellevue, WA 98005
425-453-5339

Johnson, Thara

From: M Swee <mswee2015@gmail.com>
Sent: Tuesday, July 11, 2023 11:43 AM
To: PlanningCommission
Subject: Thank you for the opportunity to comment on the City of Bellevue 2024–2044 Comprehensive Plan Periodic Update and Wilburton Vision Implementation EIS
Attachments: Mei Wu's Letter for Public Comments 7-12-23.docx

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Please include me as a party of record.

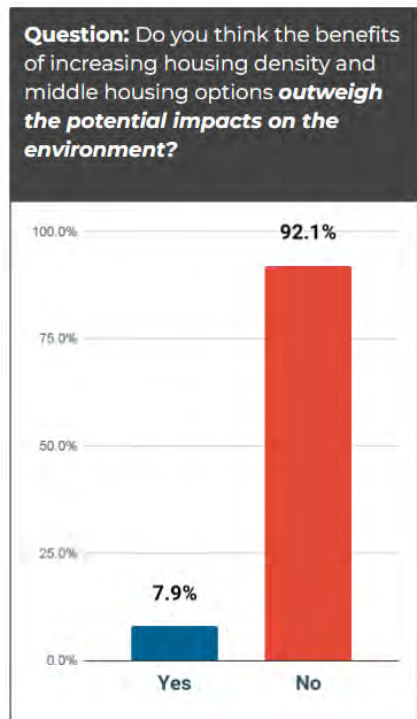
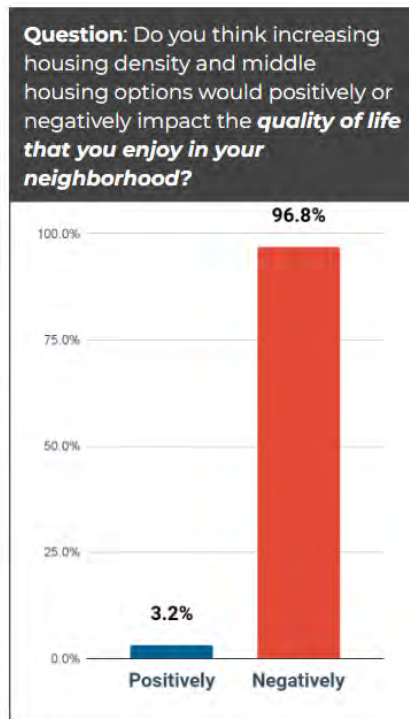
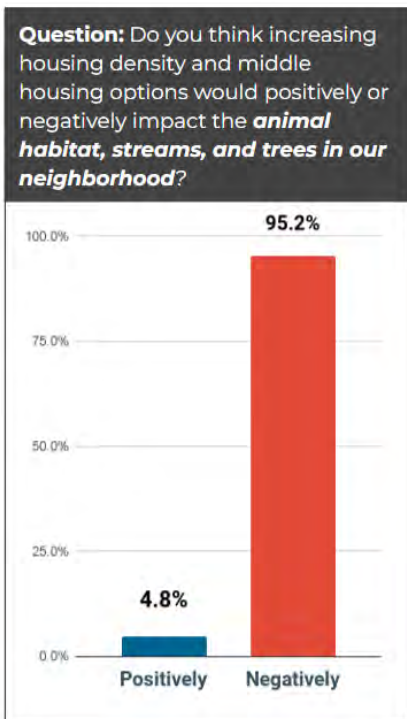
Dear Chair Ferris, Vice Chair Bhargava, Commissioners, and Councilmember Robertson,

My name is Mei Wu, a resident in Wilburton neighborhood since 2011. Thank you for the opportunity to comment on the City of Bellevue 2024–2044 Comprehensive Plan Periodic Update and Wilburton Vision Implementation EIS.

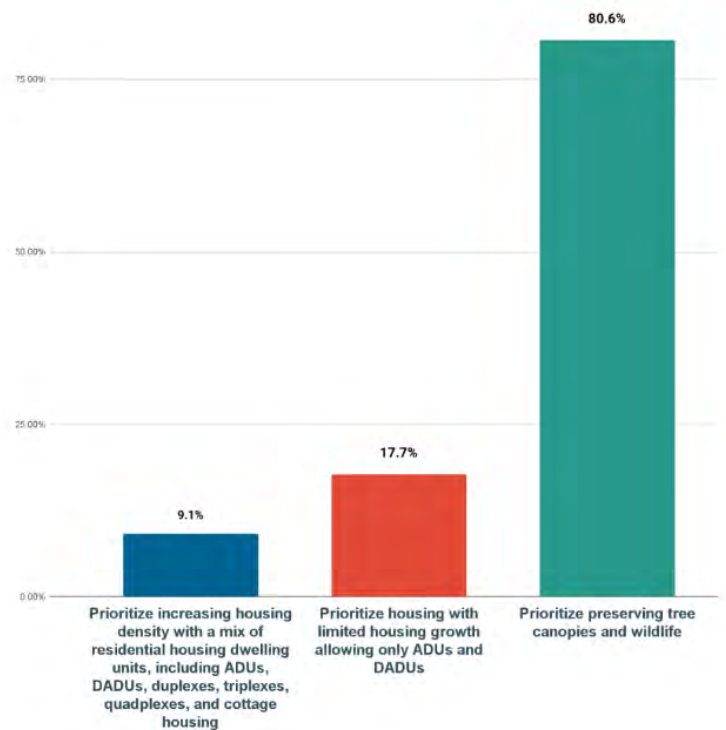
Neighborhood subareas next to major transit systems differ in character, density, landscape, and environment. A one-size-fits-all solution does not take into account the needs and characteristics of the affected areas and the impact it will have on residents' well-being, quality of life, and the natural environment. An approach tailored to meet our community's needs may improve the quality of life for all its residents.

Here are key priorities that our Wilburton neighborhood considers significant and important:

- Prioritize the preservation of Wilburton's environmental ecosystem as they are essential for the health and integrity of Wilburton's critical areas. A survey was undertaken, reaching out to every Wilburton accessible Wilburton home on our single-family residential streets nearest to Bel-Red. The survey results below show that the majority of residents prioritize the preservation of their neighborhood environment over housing density.



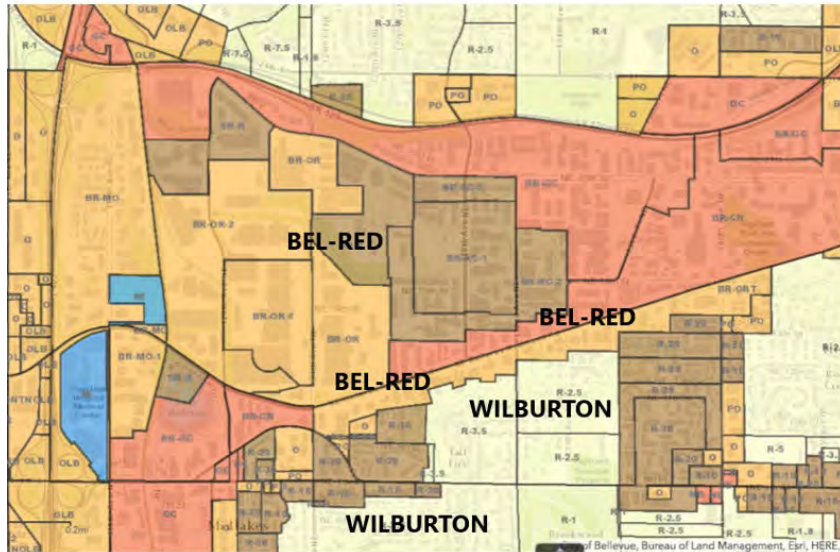
Question:
If given the choice, would you prefer the Wilburton Subarea to **prioritize preserving the streams, tree canopies and the wildlife that depend on them or increasing housing density?**



- Inform and ask Neighborhood Associations to reach out to their residents in an impartial, unbiased manner for input and feedback. Stress the need for an engagement process that allows ideas and avoids predetermined outcomes. This will ensure a transparent and inclusive process.
- Prioritize neighborhood residents who have vested interests in their community and are directly impacted. Bellevue residents encompass a rich diversity and a spirit of inclusivity and should be adequately represented.
- Homes should fit the scale and character of their neighborhoods. Additionally, it is important to set height requirements that align with the surrounding homes.
- Consider requirements for the cumulative effects of housing density laws on climate temperatures, traffic, noise, air pollution, water pollution, and other environmental factors in neighborhoods and their maximum mitigation limits before a FEIS.
- Residential homes in critical areas need special considerations. The cumulative effects on critical areas need measured mitigation. The Wilburton neighborhood nearest to the Bel-Red development, for example, is in a critical area. Critical area setbacks of 200 feet from open streams should be a requirement for all of the properties in this area. Requiring preservation of mature tree canopies are essential for the ecosystem in critical areas.
- Wilburton is one of the few critical areas remaining in the USA in a city with a similar population. Cumulative mitigations have not been established. Critical area residential zoning density should be maintained.

Given the unpredictable economy and increasing options for remote work, Alternative 3 is not a desirable choice for the following reasons :

1. Alternative 2 OR a different alternative will provide for more flexibility with a changing economy and job market.
2. Consider that on average, individuals are likely to transition to different jobs, each in a different location approximately six times throughout their lifetime.
3. Employers are increasingly embracing remote work options and reducing their reliance on office spaces. The projected growth of 35,000 may be too ambitious. It is important to consider that reversing the environmental impact caused by such growth is unlikely to occur.
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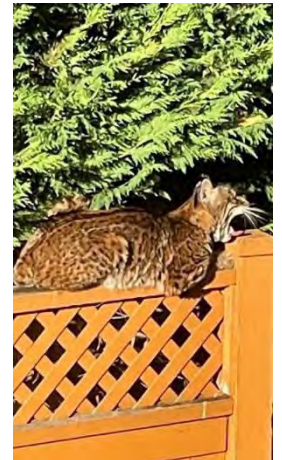
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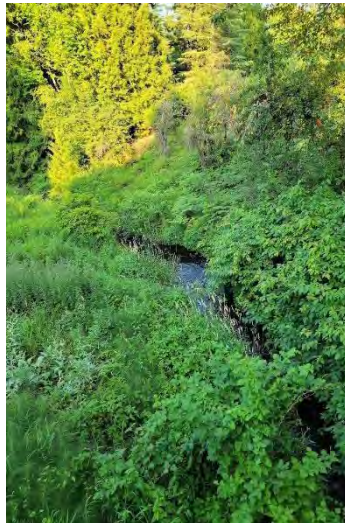
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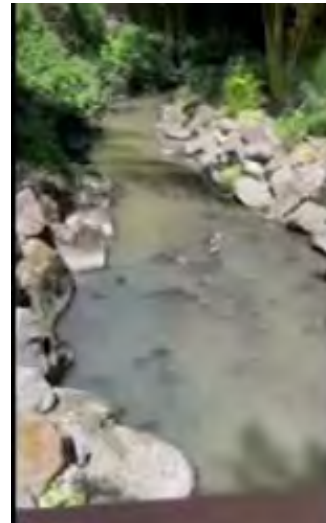
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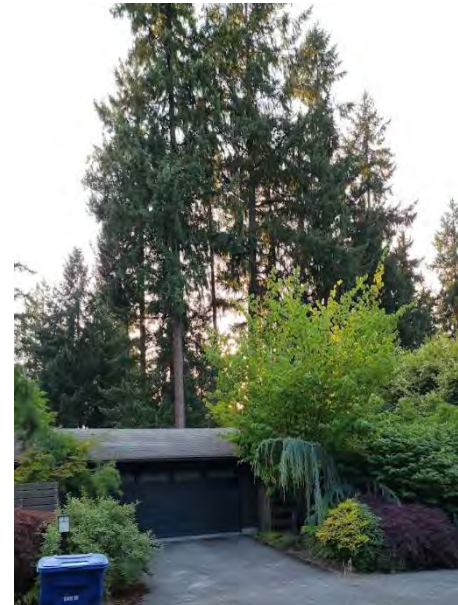
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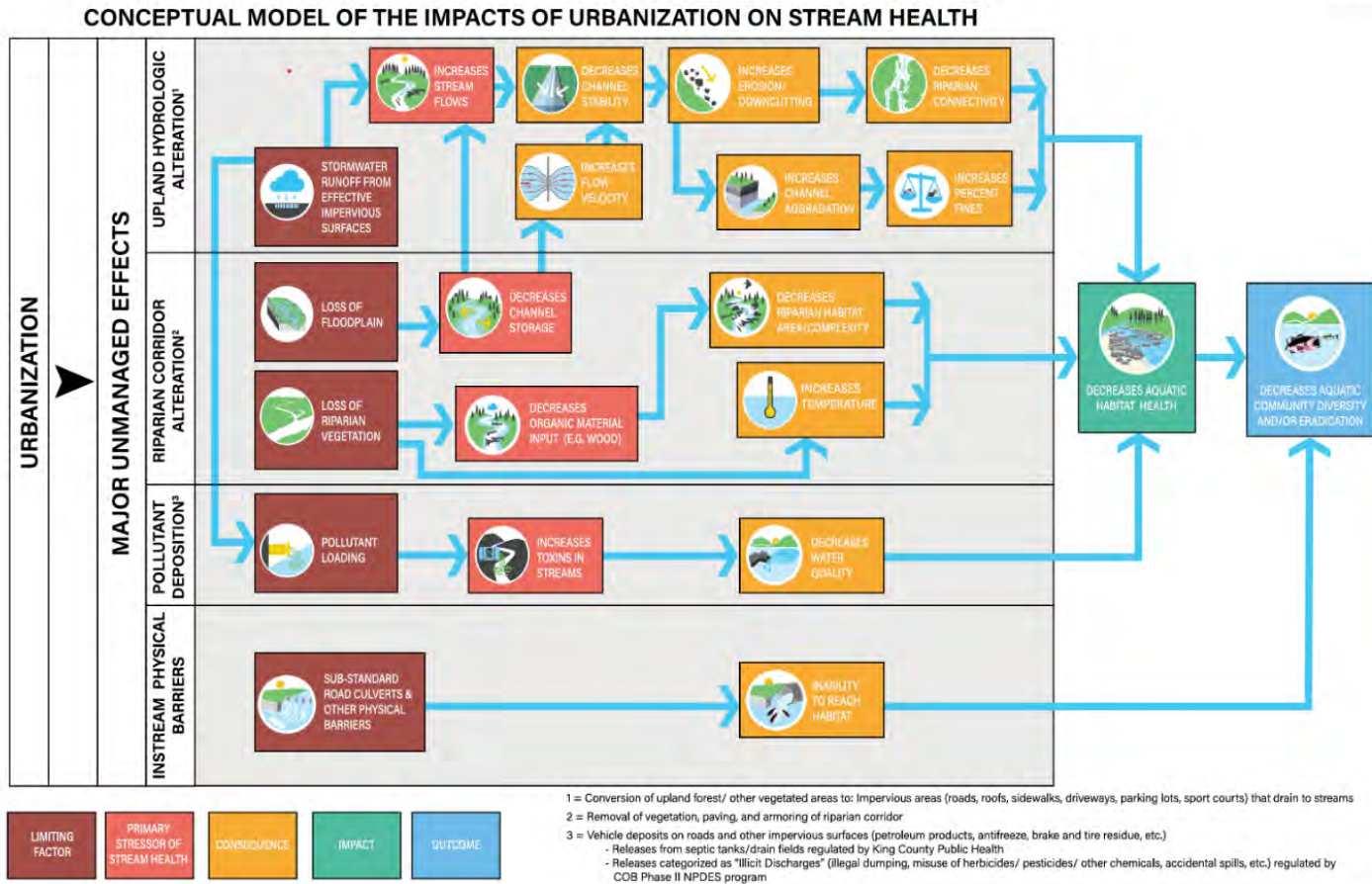
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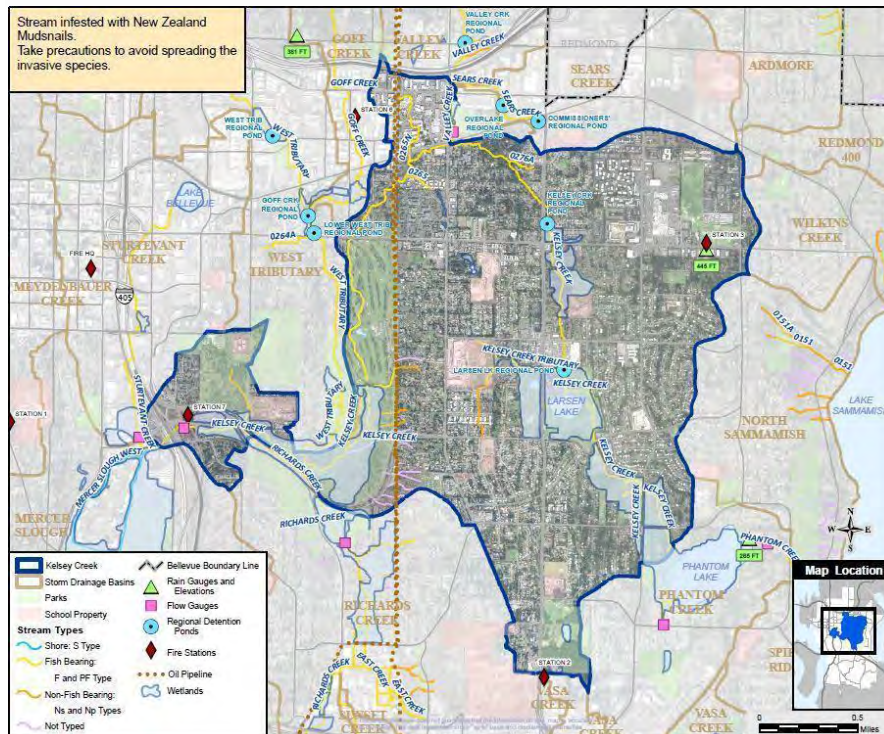
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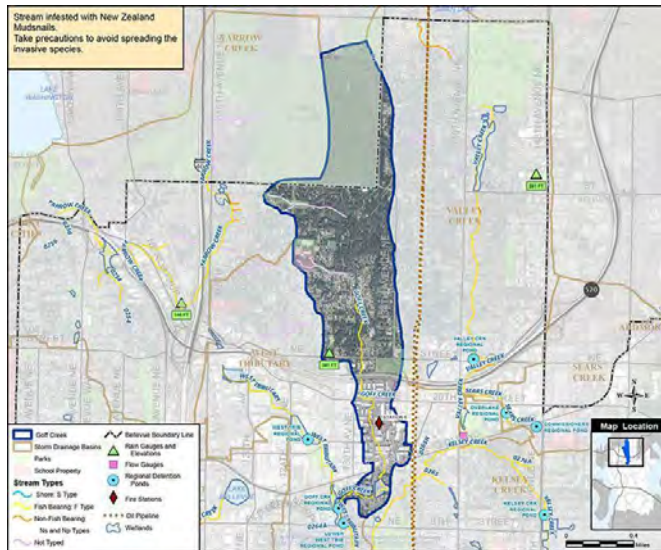
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Sincerely,

Mei Wu

- (1) City of Bellevue Watershed Management Plan
- (2) <https://bellevuewa.gov/city-government/departments/utilities/conservation-and-the-environment/drainage-basins/kelsey-creek-basin-drainage-details>
- (3) [Climate change: Trees 'most effective solution' for warming - BBC News](#)

Johnson, Thara

From: John Wu <john.wu12@gmail.com>
Sent: Tuesday, July 11, 2023 11:32 AM
To: PlanningCommission
Subject: comment on the City of Bellevue 2024–2044 Comprehensive Plan Periodic Update and Wilburton Vision Implementation EIS
Attachments: John Wu's Letter for Public Comments 7-12-23.docx

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

See attached.

Please include me as a party of record.

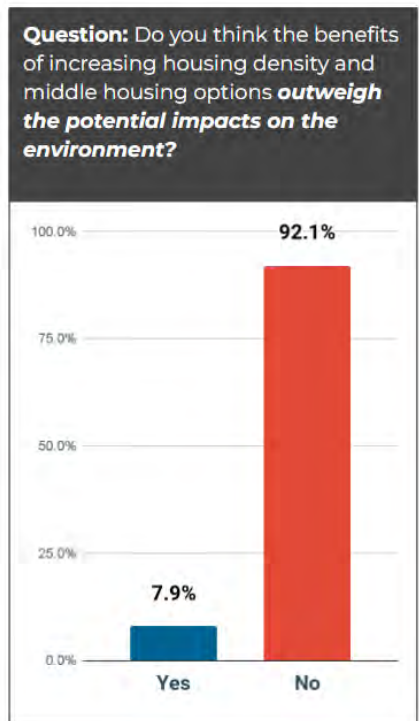
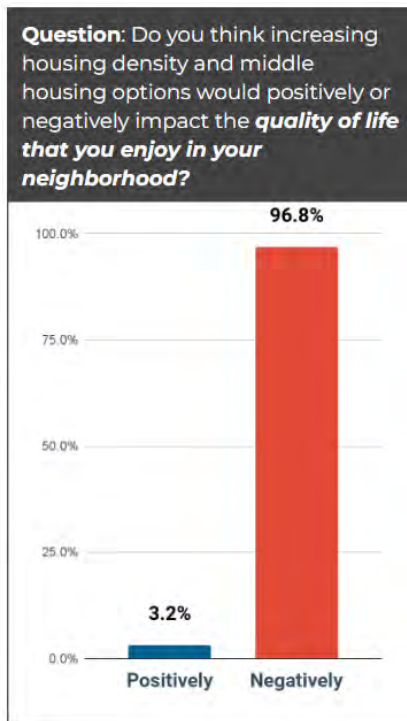
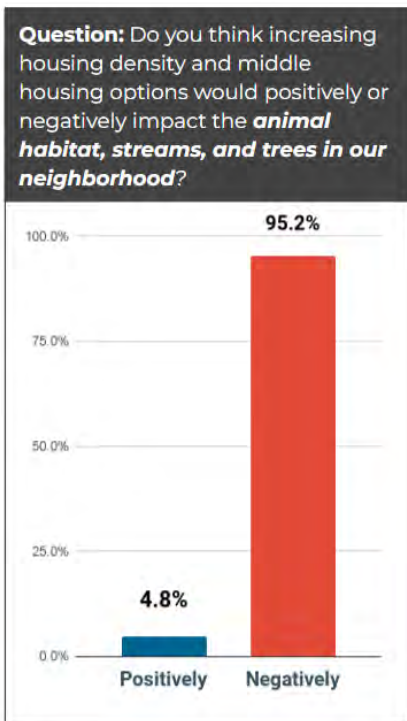
Dear Chair Ferris, Vice Chair Bhargava, Commissioners, and Councilmember Robertson,

My name is John Wu, a long time resident of Wilburton neighborhood. Thank you for the opportunity to comment on the City of Bellevue 2024–2044 Comprehensive Plan Periodic Update and Wilburton Vision Implementation EIS.

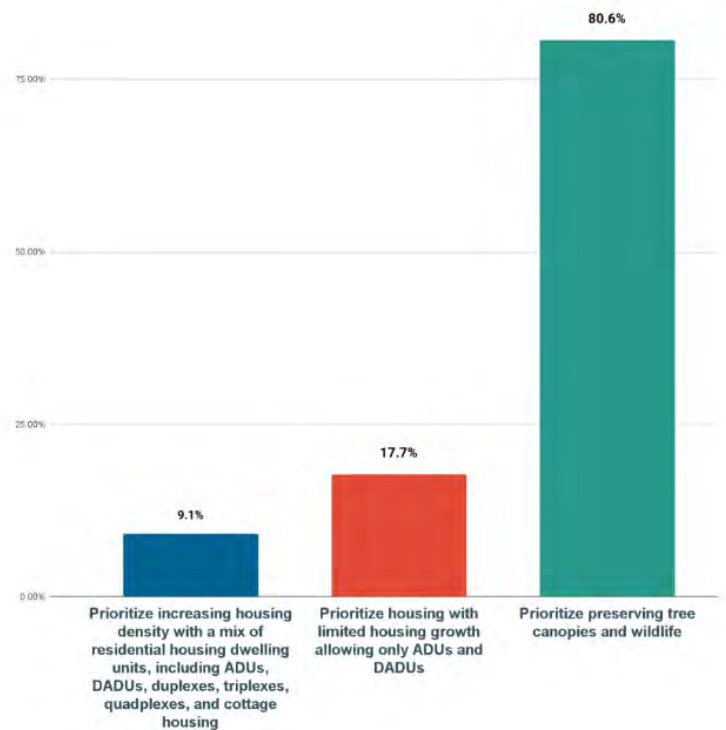
Neighborhood subareas next to major transit systems differ in character, density, landscape, and environment. A one-size-fits-all solution does not take into account the needs and characteristics of the affected areas and the impact it will have on residents' well-being, quality of life, and the natural environment. An approach tailored to meet our community's needs may improve the quality of life for all its residents.

Here are key priorities that our Wilburton neighborhood considers significant and important:

- Prioritize the preservation of Wilburton's environmental ecosystem as they are essential for the health and integrity of Wilburton's critical areas. A survey was undertaken, reaching out to every Wilburton accessible Wilburton home on our single-family residential streets nearest to Bel-Red. The survey results below show that the majority of residents prioritize the preservation of their neighborhood environment over housing density.



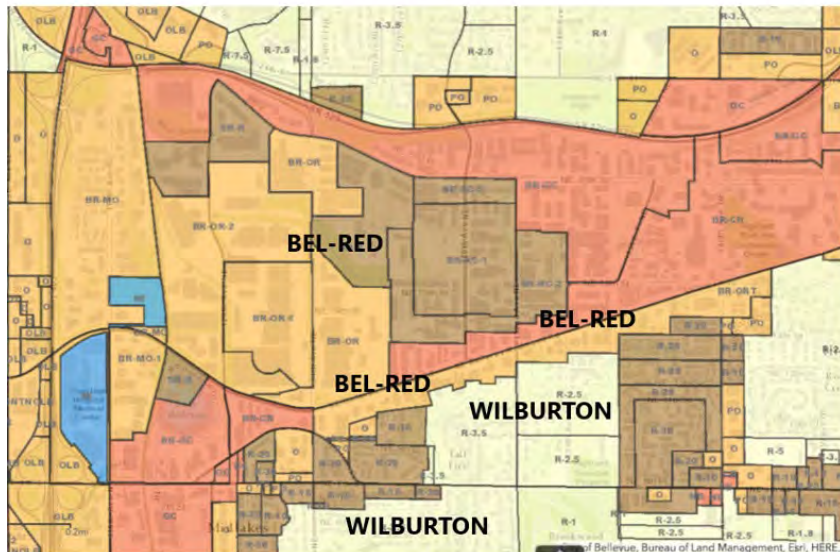
Question:
If given the choice, would you prefer the Wilburton Subarea to **prioritize preserving the streams, tree canopies and the wildlife that depend on them or increasing housing density?**



- Inform and ask Neighborhood Associations to reach out to their residents in an impartial, unbiased manner for input and feedback. Stress the need for an engagement process that allows ideas and avoids predetermined outcomes. This will ensure a transparent and inclusive process.
- Prioritize neighborhood residents who have vested interests in their community and are directly impacted. Bellevue residents encompass a rich diversity and a spirit of inclusivity and should be adequately represented.
- Homes should fit the scale and character of their neighborhoods. Additionally, it is important to set height requirements that align with the surrounding homes.
- Consider requirements for the cumulative effects of housing density laws on climate temperatures, traffic, noise, air pollution, water pollution, and other environmental factors in neighborhoods and their maximum mitigation limits before a FEIS.
- Residential homes in critical areas need special considerations. The cumulative effects on critical areas need measured mitigation. The Wilburton neighborhood nearest to the Bel-Red development, for example, is in a critical area. Critical area setbacks of 200 feet from open streams should be a requirement for all of the properties in this area. Requiring preservation of mature tree canopies are essential for the ecosystem in critical areas.
- Wilburton is one of the few critical areas remaining in the USA in a city with a similar population. Cumulative mitigations have not been established. Critical area residential zoning density should be maintained.

Given the unpredictable economy and increasing options for remote work, Alternative 3 is not a desirable choice for the following reasons :

1. Alternative 2 OR a different alternative will provide for more flexibility with a changing economy and job market.
2. Consider that on average, individuals are likely to transition to different jobs, each in a different location approximately six times throughout their lifetime.
3. Employers are increasingly embracing remote work options and reducing their reliance on office spaces. The projected growth of 35,000 may be too ambitious. It is important to consider that reversing the environmental impact caused by such growth is unlikely to occur.
4. Alternative 3 does not ensure the job market and economic needs are met for different income levels. People who move to Bellevue without jobs and in a vulnerable market may be at high risk for challenges of displacement, homelessness, drug use, illegal drug sales, acute mental illness secondary to drug use, susceptible to drug related crimes, and increasing medical needs. Isolation, loneliness, and homelessness lead to declining health and well-being. This is evident in the city of Seattle where people attracted to Seattle's resources continued to live without jobs and homelessness.
5. The world is facing a dramatic climate change. Temperatures are rapidly rising, and researchers using US Forest Service Inventory data show that increasing temperatures are causing growth declines and slower growth in younger trees. Mature trees remove carbon dioxide in the atmosphere and mitigate the carbon dioxide by 25% while also removing air pollution, naturally and for free. The ability of trees to soak up carbon dioxide makes them a valuable weapon fighting against rising temperatures. *(3) Alternative 3 will cause the greatest effect on changing temperatures in residential areas. Consider a tree code.
6. Preservation of mature trees are essential for cooling stream temperatures for all aquatic and land wildlife and are part of their sensitive ecosystem.
7. Prioritize science and data. Oppose a recommended over development one size fits all approach including the Bellevue Commerce PLUSH Committee recommendations with 10% FAR and minimum setbacks. These are not reasonable principles and certainly not based on science and data. A one size fits all approach is not considering neighborhoods with diverse types of land.
8. Ensure housing typologies and pace of growth within neighborhoods are properly aligned. Consider developing housing options that complement the scale and character of the different neighborhoods.



District	Designation
Bel-Red	
Bel-Red-Medical Office	Bel-Red-MO
Bel-Red-Medical Office Node	Bel-Red-MO-1
Bel-Red Office/Residential	BR-OR
Bel-Red-Office/Residential Node 1	Bel-Red-OR-1
Bel-Red-Office/Residential Node 2	Bel-Red-OR-2
Bel-Red-Residential/Commercial Node 1	Bel-Red-RC-1
Bel-Red-Residential/Commercial Node 2	Bel-Red-RC-2
Bel-Red-Residential/Commercial	Bel-Red-RC-3
Bel-Red-Commercial/Residential	Bel-Red-CR
Bel-Red-Residential	Bel-Red-R
Bel-Red-General Commercial	Bel-Red-GC
Bel-Red-Office/Residential Transition	Bel-Red-ORT

BelRed Development and Wilburton

The 900-acre BelRed development is less than a block away from Wilburton.

- By 2030, the BelRed 900-acre development is expected to generate 10,000 new jobs.
- By 2030 the BelRed development is expected to generate 5,000 housing units.
- 2,514 housing units are being reviewed for construction as of December 2022.
- 6,433 parking spaces are currently being reviewed for the BelRed housing and business development – (This will cause significant traffic, noise, and air pollution.)

The Wilburton Vision Implementation will include another growth development with another 5,000 plus additional housing units on NE 116th.

Wilburton will be affected by tremendous growth. I support the inception and reinstatement of the following Wilburton/NE 8th Subarea Plan Goals:

"Wilburton/NE 8th Subarea Plan Goals

· To separate residential, recreational, and open space areas from commercial areas and to protect space.

· To improve pedestrian accessibility and attractiveness of commercial areas for residents of Bellevue.

To support the provision of commercial services in Wilburton that complement Downtown..."

and:

"...Protecting residential neighborhoods from increased commercial development and traffic, enhancing existing retail areas, and establishing clear boundaries between differing land uses are the Subarea's major issues."

I also support the following the inception of **Land Use Policies** that aligned with the Wilburton/NE 8th Subarea Plan:

"...POLICYS-WI-1. Protect residential areas from impacts of other uses by maintaining the current boundaries between residential and non-residential areas.

and the previous policies protecting and preserving Wilburton's natural determinants, Wilburton's **Natural Determinants Policies**. The natural environment in our Wilburton neighborhood plays an essential role that provides residents with a profound sense of well-being.

Wilburton Natural Determinants Policies:

"Policies

POLICYS-WI-16. Protect and enhance streams, drainage ways, and wetlands in the Kelsey Creek Basin.

POLICYS-WI-17. Prevent development from intruding into the floodplain of Kelsey Creek.

POLICYS-WI-18. Development should not interfere with Lake Bellevue as a drainage storage area identified in the City's Storm Drainage Plan."

Photos of the Critical Areas

Below are a few photos of wildlife in our cul-de-sac and photos of some of our critical areas in neighboring streets:



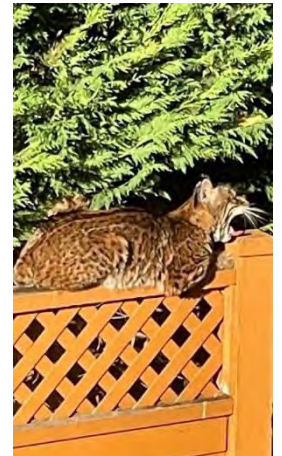
Red-tailed Hawk on neighbor's roof in Wilburton.



Another Hawk on a neighbor's Tree.



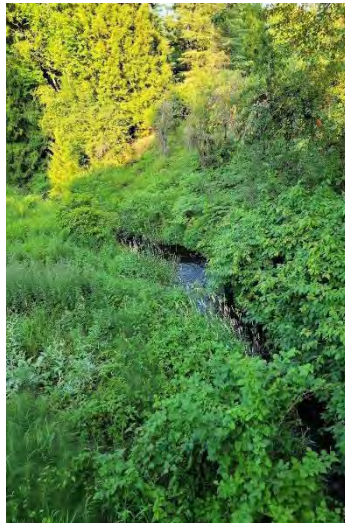
A Great Blue Heron, a Priority Species.



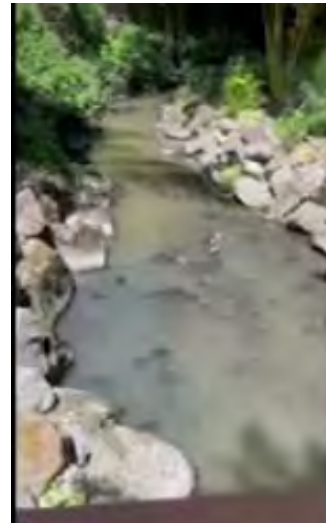
A Bobcat on my neighbor's Fence



A Bald Eagle flying over my neighbor's roof.



The Kelsey Creek on our street yesterday. Chinook (endangered species), Coho, and Sockeye salmon spawn in Kelsey Creek.



Kelsey Creek in our neighbor's yard was unusually dirty last week.



Marsh land under a bridge in a neighboring street on 132nd.

The neighborhood is in a critical area with many mature tree canopies. This area is being designated for R-Suburban, with single-family, duplexes, and cottage housing. Critical areas with many tree canopies would benefit remaining as low density housing (BCC 20.25H). Removing tree canopies negatively impact the already affected water and air temperatures, and the ecosystem and survival of Wilburton's wildlife. The sensitive ecosystem cannot be recovered with mitigation.



Tall Firs in Wilburton across of Bel-Red. Homes are surrounded by trees.



Goff Creek on 132nd where priority Cutthroat Trout live.



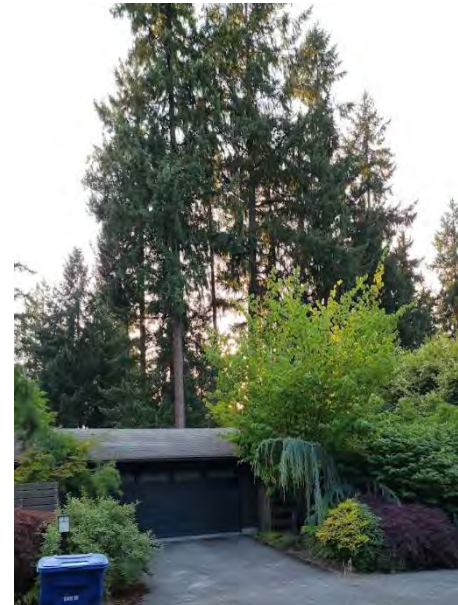
A backyard of a Wilburton home.



Dense tree canopies in the Wilburton area that cools water and air temperatures.



Wilburton home surrounded by marsh.



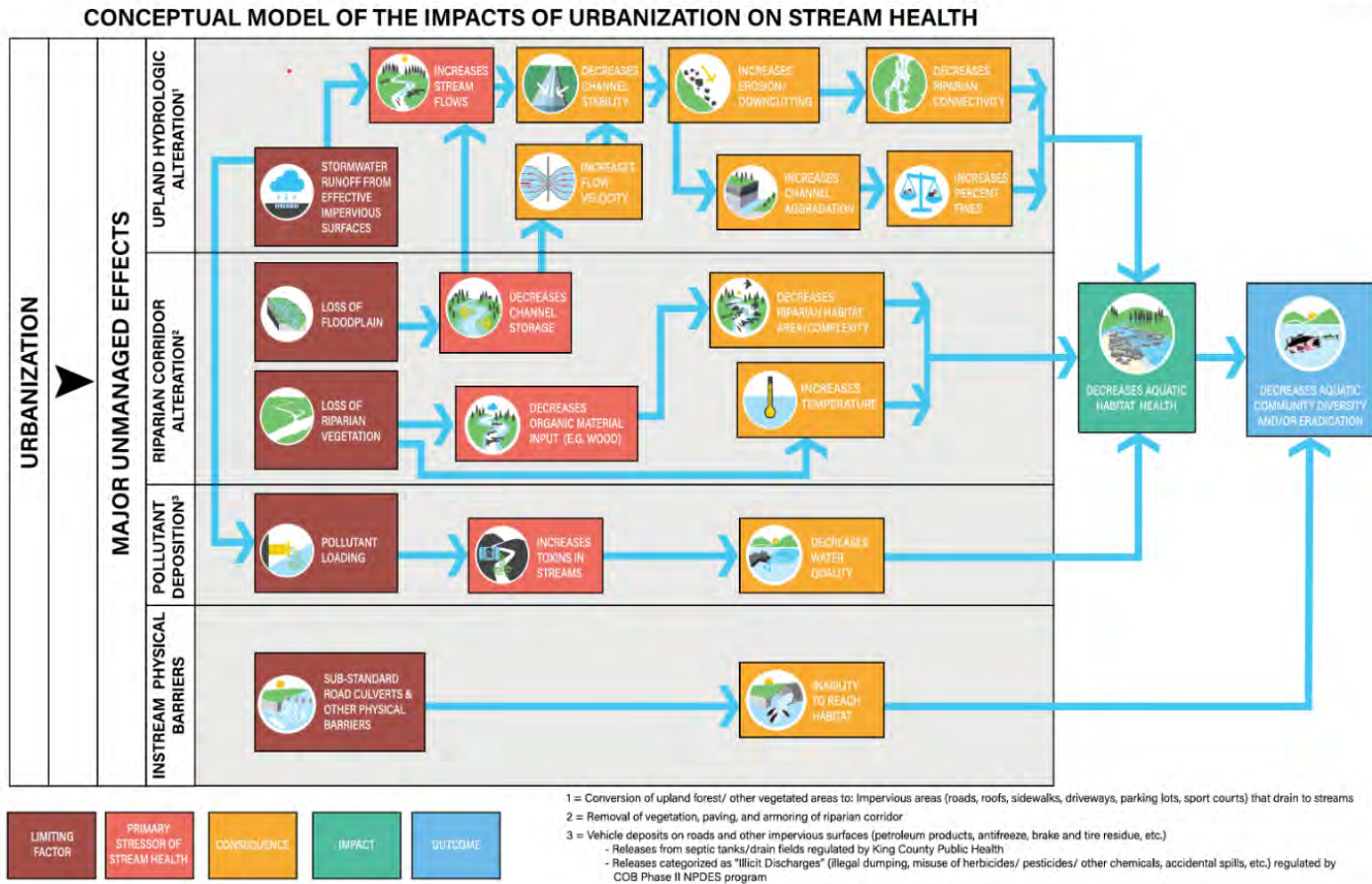
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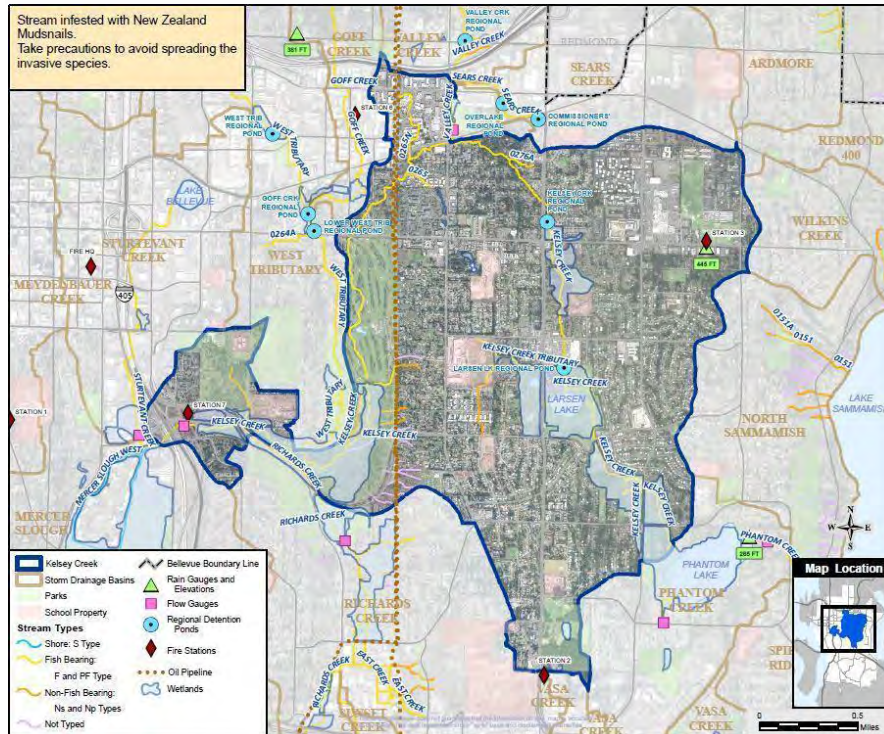
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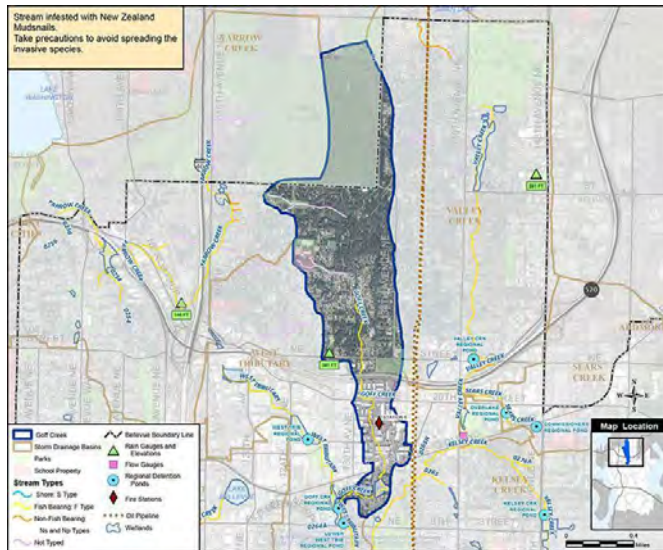
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Johnson, Thara

From: Jill Varni <varni.jill@gmail.com>
Sent: Tuesday, July 11, 2023 5:59 AM
To: PlanningCommission
Subject: Comprehensive Plan 2024-2044

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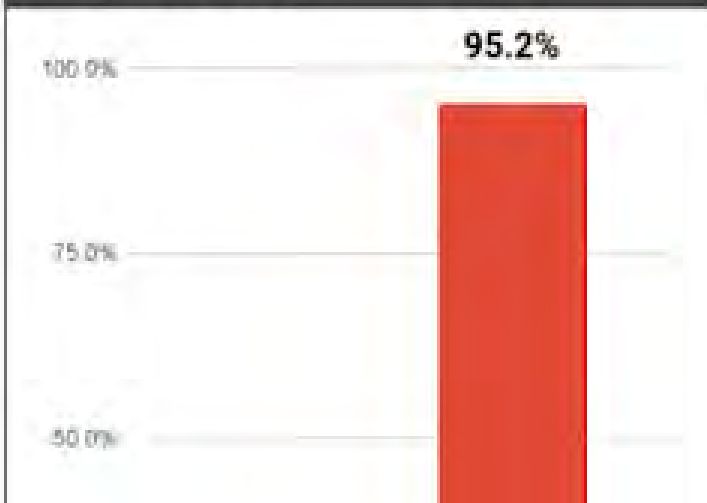
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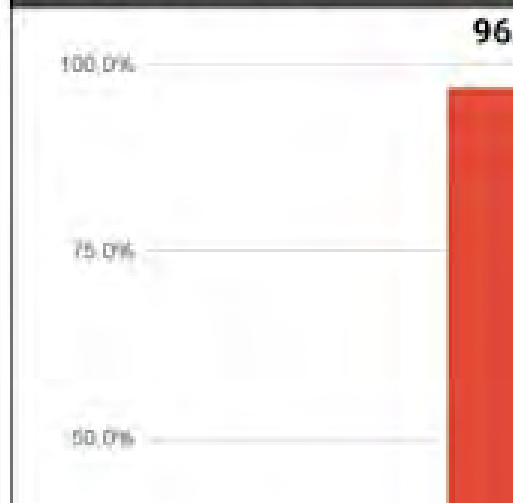
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Question: Do you think increasing housing density and middle housing options would positively or negatively impact the *animal habitat, streams, and trees in our neighborhood?*



Question: Do you think increasing housing density and middle housing options would positively or negatively impact the *quality of life that you enjoy in your neighborhood?*



Question:
If given the choice, would you prefer the Wilburton Subarea to **prioritize preserving the streams, tree canopies and the wildlife that depend**

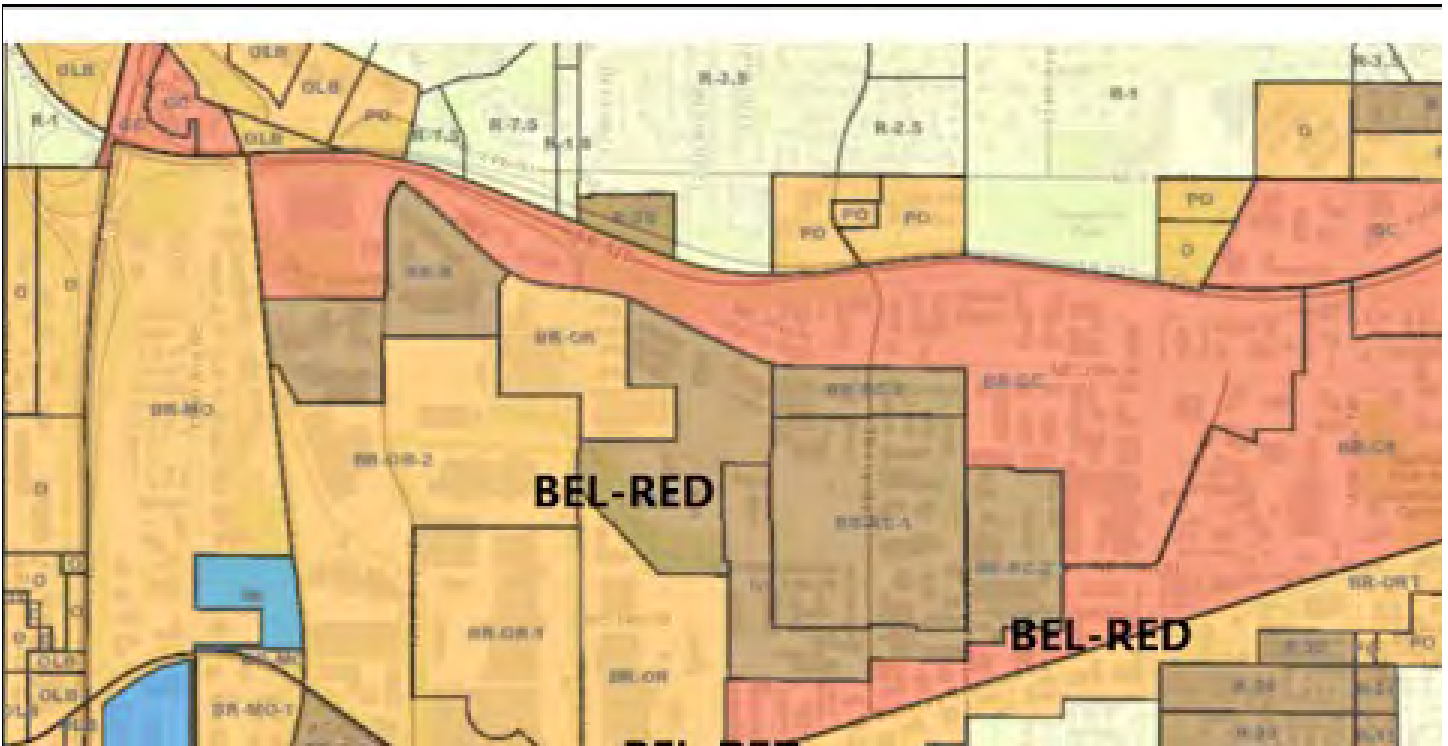


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4. Employers are increasingly embracing remote work options and reducing their reliance on office spaces. The projected growth of 35,000 may be too ambitious. It is important to consider that reversing the environmental impact caused by such growth is unlikely to occur.
5. Alternative 3 does not ensure the job market and economic needs are met for different income levels. People who move to Bellevue without jobs and in a vulnerable market may be at high risk for challenges of displacement, homelessness, drug use, illegal drug sales, acute mental illness secondary to drug use, susceptible to drug related crimes, and increasing medical needs. Isolation, loneliness, and homelessness lead to declining health and well-being. This is evident in the city of Seattle where people attracted to Seattle's resources continued to live without jobs and homelessness.
6. The world is facing a dramatic climate change. Temperatures are rapidly rising, and researchers using US Forest Service Inventory data show that increasing temperatures are causing growth declines and slower growth in younger trees. Mature trees remove carbon dioxide in the atmosphere and mitigate the carbon dioxide by 25% while also removing air pollution, naturally and for free. The ability of trees to soak up carbon dioxide makes them a valuable weapon fighting against rising temperatures. *(3) Alternative 3 will cause the greatest effect on changing temperatures in residential areas. Consider a tree code.
7. Preservation of mature trees are essential for cooling stream temperatures and for the sensitive ecosystem.
8. Prioritize science and data. Oppose a recommended over development one size fits all approach including the Bellevue Commerce PLUSH Committee recommendations with 10% FAR and minimum setbacks. These are not reasonable principles and certainly not based on science and data. A one size fits all approach is not considering neighborhoods with diverse types of land.
9. It is essential to ensure that the housing typologies and pace of growth within neighborhoods are properly aligned. This entails developing housing options that complement the scale and character of the different neighborhoods.

BelRed Development and Wilburton



The 900-acre BelRed development is less than a block away from Wilburton.

- By 2030, the BelRed 900-acre development is expected to generate 10,000 new jobs.
- By 2030 the BelRed development is expected to generate 5,000 housing units.
- 2,514 housing units are being reviewed for construction as of December 2022.
- 6,433 parking spaces are currently being reviewed for the BelRed housing and business development – (This will cause significant traffic, noise, and air pollution.)

The Wilburton Vision Implementation will include another growth development with another 5,000 plus additional housing units on NE 116th.

I support the inception and reinstatement of the following Wilburton/NE 8th Subarea Plan Goals:

"Wilburton/NE 8th Subarea Plan Goals

· To separate residential, recreational, and open space areas from commercial areas and to protect space.

· To improve pedestrian accessibility and attractiveness of commercial areas for residents of Bellevue.

To support the provision of commercial services in Wilburton that complement Downtown..."

and:

"...Protecting residential neighborhoods from increased commercial development and traffic, enhancing existing retail areas, and establishing clear boundaries between differing land uses are the Subarea's major issues."

I also support the inception of **Land Use Policies** that aligned with the Wilburton/NE 8th Subarea Plan:

"...POLICYS-WI-1. Protect residential areas from impacts of other uses by maintaining the current boundaries between residential and non-residential areas.

and the previous policies protecting and preserving Wilburton's natural determinants, Wilburton's **Natural Determinants Policies**. The natural environment in our Wilburton neighborhood plays an essential role that provides residents with a profound sense of well-being.

Wilburton Natural Determinants Policies:

"Policies

POLICYS-WI-16. Protect and enhance streams, drainage ways, and wetlands in the Kelsey Creek Basin.

POLICYS-WI-17. Prevent development from intruding into the floodplain of Kelsey Creek.

POLICYS-WI-18. Development should not interfere with Lake Bellevue as a drainage storage area identified in the City’s Storm Drainage Plan.”

Photos of the Critical Areas

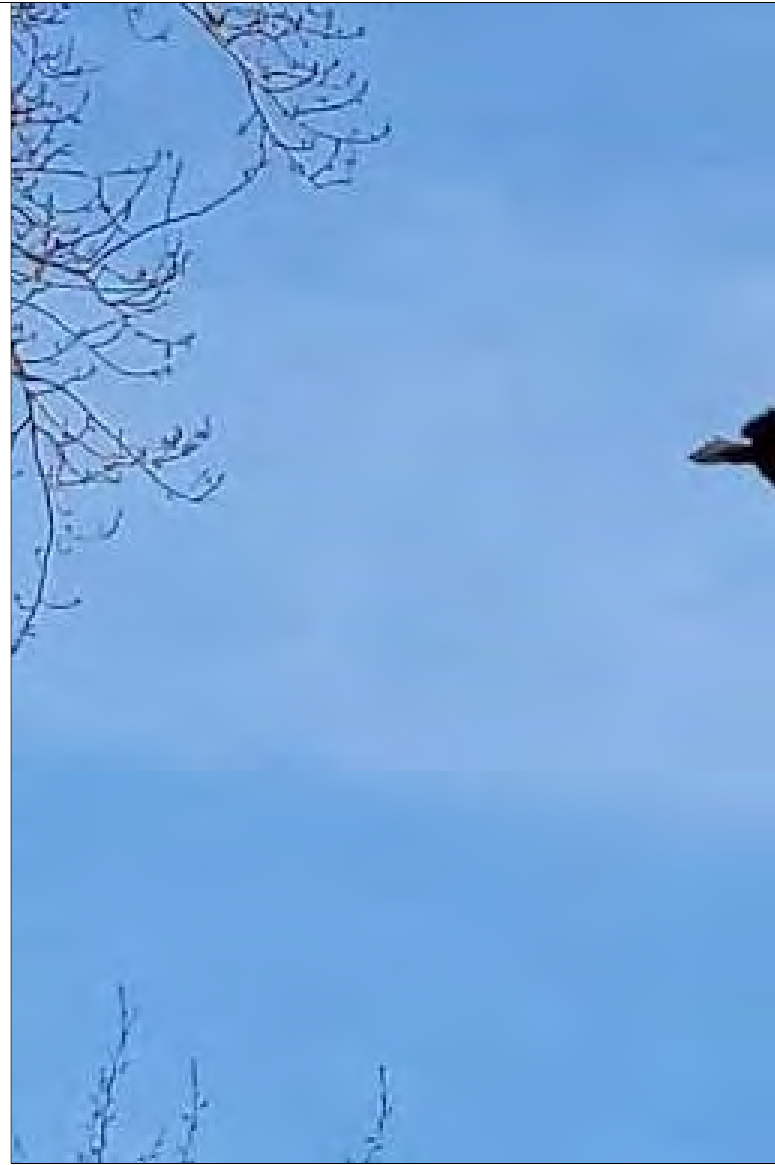
Below are a few photos of wildlife in our cul-de-sac and photos of some of our critical areas in neighboring streets:



Red-tailed Hawk on neighbor's roof in Wilburton.



Another Hawk on a neighbor's Tree.



A Bald Eagle flying over my neighbor's roof.



The Kelsey Creek on our street yesterday. Coho, and Sockeye salmon spawn in Kelsey Creek.



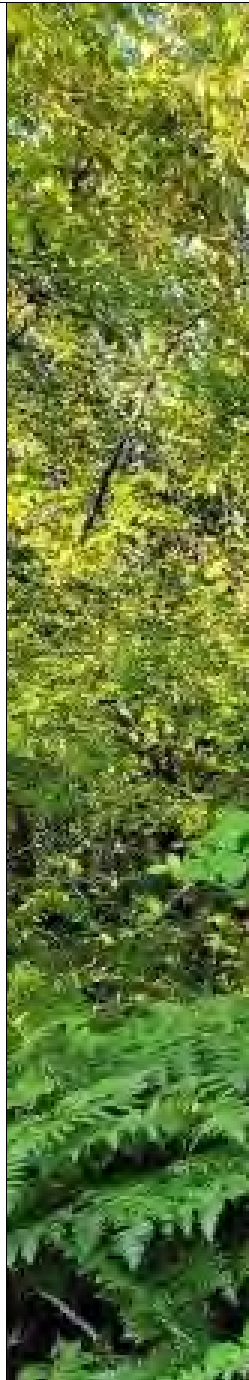
Tall Firs in Wilburton across of Bel-Red. Homes are surrounded by trees.



Goff Creek on 132



Dense tree canopies in the Wilburton area that cools water and air temperatures.



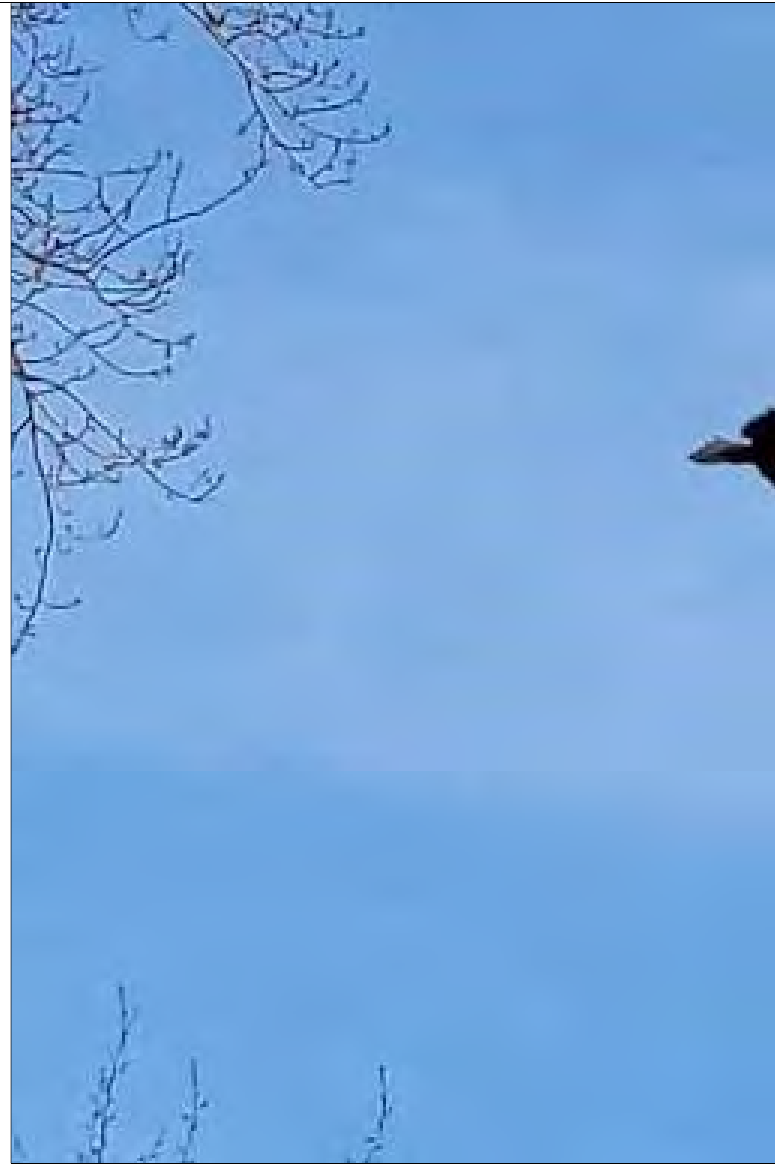
Wilburton home s



Red-tailed Hawk on neighbor's roof in Wilburton.



Another Hawk on a neighbor's Tree.



A Bald Eagle flying over my neighbor's roof.



The Kelsey Creek on our street yesterday. Chinook, Coho, and Sockeye salmon spawn in Kelsey Creek.



Goff Creek on 132nd where p



Dense tree canopies in the Wilburton area that cools water and air temperatures.



Wilburton home surrounded

“The land cover in the Greater Kelsey Creek Watershed is typical of urban watersheds with a lower percentage of tree canopy and higher percentage of impervious surface ...Within Bellevue, ownership of the riparian corridor across all of the subbasins within the Greater Kelsey Creek Watershed is approximately 90 percent private property and 10 percent publicly owned (primarily parks)...”

1. **Pollutant Loading:** Stormwater runoff from impervious surfaces includes road runoff, pollutants, contribute to the worsening habitat water quality for fish and wildlife.

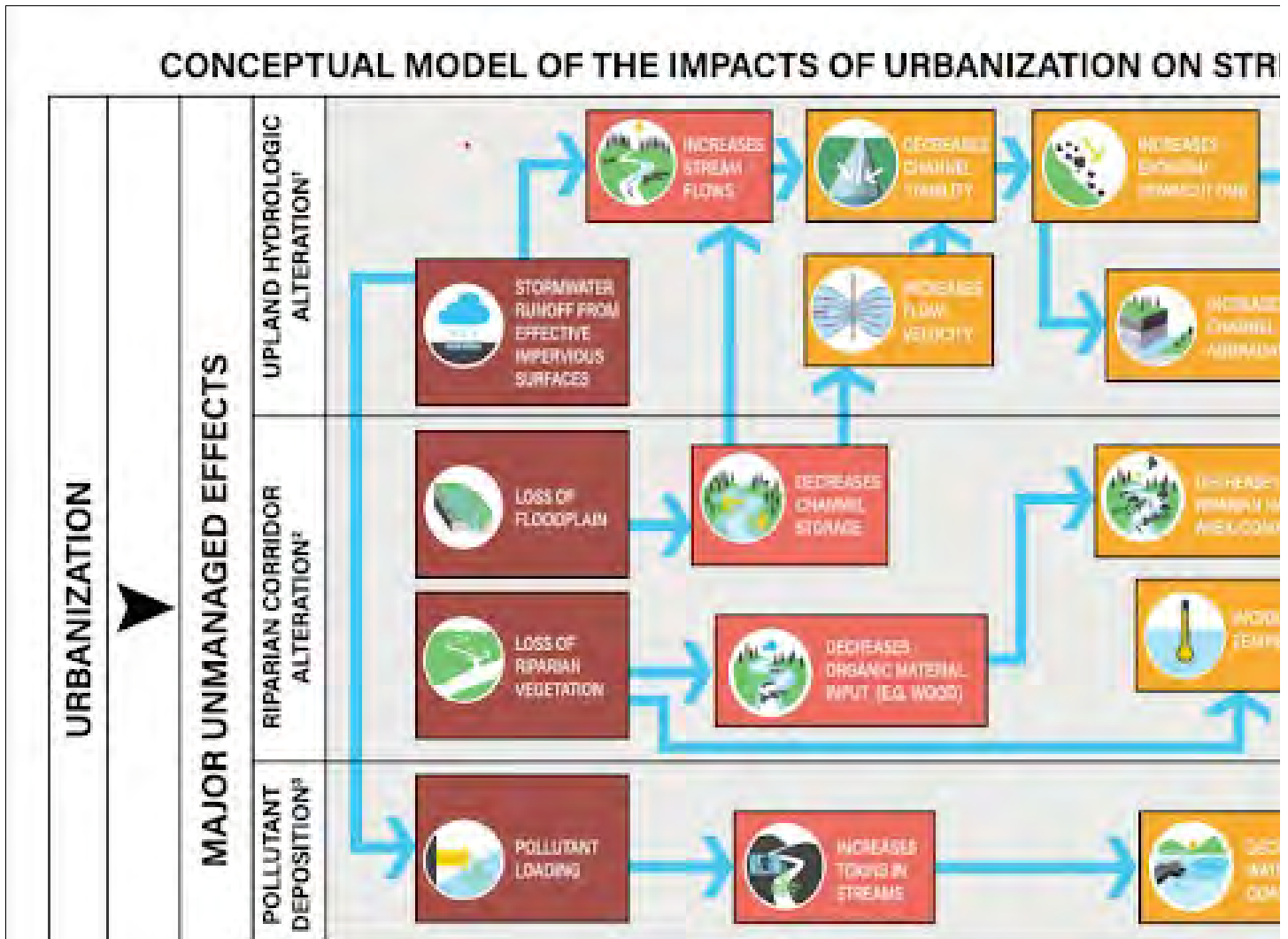
2. **Stormwater Runoff from Effective Impervious Surfaces:** The City's flow control for new development has shown not to be effective at protecting streams from erosion.
3. **Road Culverts and Other Physical Barriers:** A number of physical barriers including undocumented barriers on private properties preventing fish passage for spawning and/or rearing have been identified in all the streams of the Greater Kelsey Creek Watershed.
- 4.
- 5.
- 6.

1. "The land cover in the Greater Kelsey Creek Watershed is typical of urban watersheds with a lower percentage of tree canopy and higher percentage of impervious surface ... Within Bellevue, ownership of the riparian corridor across all of the subbasins within the Greater Kelsey Creek Watershed is approximately 90 percent private property and 10 percent publicly owned (primarily parks)..."

Factors Affecting the Health of the Greater Kelsey Creek Watershed (1)

1. **Pollutant Loading:** Stormwater runoff from impervious surfaces includes road runoff, pollutants, contribute to the worsening habitat water quality for fish and wildlife.
2. **Stormwater Runoff from Effective Impervious Surfaces:** The City's flow control for new development has shown not to be effective at protecting streams from erosion.
3. **Road Culverts and Other Physical Barriers:** A number of physical barriers including undocumented barriers on private properties preventing fish passage for spawning and/or rearing have been identified in all the streams of the Greater Kelsey Creek Watershed.

Loss of Floodplain and Riparian Function: Urban development has confined and reduced the natural occurrence of wood entering many of the stream reaches in the Watershed. Tree canopies are becoming largely concentrated in parks reducing floodplain storage. This is leading to high velocities and flowrates. The City has invested tens of millions of dollars in the Greater Kelsey Creek Watershed over the past 15 years on in-stream projects that include repairing stormwater outfalls, stabilizing stream slopes, removing fish passage barriers, catching and removing fine sediment, and improving conveyance.



Laws Protecting Wilburton Critical Areas

WAC 365-196-580 Integration with the Shoreline Management Act

The Shoreline Management Act adds goals and policies as set forth under RCW 90.58.020 with equal order of priority goals under 36.70A.020.

Wilburton has the **Kelsey Creek Watershed System**, which includes **Goff Stream**, and is subject to Bellevue City Code Part 20.25H Critical Areas Overlay District. (1) :

“Critical Areas

Critical areas are parts of the landscape afforded special protection because they provide unique environmental functions that are difficult, if not impossible, to replace. The code protects six types of critical areas:

Streams and Riparian Areas

[\(LUC 20.25H.075\)](#) Streams are classified into four types, based on their flow and capacity to support fish. Artificial channels (e.g., ditches) are generally not protected, unless they are used by salmonids or convey a stream that previously occurred naturally in that location.

A healthy stream needs healthy riparian areas along its banks and floodplain. Riparian vegetation provides shade, which protects water quality; retains soil, which prevents erosion that can affect salmon spawning and feeding areas; holds back flood flows; and provides wildlife habitat and the large woody debris that stores sediments, slows flood velocities, and creates good fish habitat.

Wetlands

[\(LUC 20.25H.095\)](#) Wetlands include the vegetated edges of ponds and areas commonly called swamps, marshes, and bogs. Frequently, their water is only visible in the spring. Wetlands are classified into four categories, based on a combination of habitat, water quality, and flood-flow-reduction functions.

Johnson, Thara

From: Plummer David F. <pdf3@comcast.net>
Sent: Saturday, July 8, 2023 12:13 PM
To: PlanningCommission
Cc: Council; King, Emil A.; Miyake, Brad; Johnson, Thara
Subject: Comments to Planning Commision
Attachments: Comments on Bellevue 2024 Comprehensive Plan Periodic Update, Item 23-447 On Commission 14 June 2023 Meeting Agenda.eml

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Hi there!

Why were my comments (copy below) that I addressed to the Planning commission (regarding Item 23-447 of the Commission's 14 June 2023 meeting) in my email of 14 June 2023 not included in the "Written Comments" for that meeting, or for the "Written Comments" of the Commission's 21 June 2023 meeting?

RSVP,

David F. Plummer

Johnson, Thara

From: Abigail Pearl DeWeese <abigail.deweese@hcmp.com>
Sent: Wednesday, July 26, 2023 12:28 PM
To: PlanningCommission
Cc: Shull, Janet; King, Emil A.; Johnson, Thara; Panganiban, Justin; Campbell Mathewson
Subject: RE: Wilburton Vision Implementation Draft Comprehensive Plan Amendments -7/26 Study Session Comments

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

Dear Chair Ferris and Planning Commissioners,

Thank you for your continued work on the Wilburton Vision Implementation. We represent the owners of the property in Wilburton located at 11635 NE 8th Street, who are Midlakes LLC and the Mathewson Family. The property is immediately adjacent to the west of Eastrail and across the street from the Wilburton Station, and is a great candidate for redevelopment to meet the City's Wilburton vision.

We are submitting additional comments on the draft Comprehensive Plan policies for Wilburton that build on our comments submitted in advance of your last meeting on this topic earlier this month. You'll also hear a presentation tonight from staff regarding PSRC's "Housing Opportunities by Place" ("HOP") toolkit. The toolkit recognizes Wilburton as an area ripe for "Transformation and Diversification" in housing types because of the significant access to transit. Our comments are informed by this designation.

Policy Number	Proposed Text	Suggested Text	Rationale
NEW LU-1	Allow for the tallest buildings closest to Downtown and along Interstate 405, transitioning down in height toward the east.	Allow for the tallest buildings closest to Downtown and along Interstate 405 and proximate to light rail, gradually transitioning down in height toward the east.	The area between Eastrail and Interstate 405 in Wilburton, and especially the area immediately proximate to the new Wilburton light rail station should have the highest heights and densities. This area is the true transition from Downtown. In order to ensure the future Wilburton neighborhood is TOD-focused, the highest densities must also be surrounding the light rail station. The suggested revisions clarify the policy to achieve these goals.
NEW LU-4	Right-size vehicle and bicycle parking supply and requirements to reflect trail and transit proximity and access.	Eliminate vehicle parking minimums and right-size bicycle parking supply requirements to reflect trail and transit proximity and access.	This is a good policy, but it should be revised further to reflect a strong policy preference to eliminate over-regulation of parking by transit. Eliminating vehicle parking minimums adjacent to light rail ensures that buildings are not "over-parked," and instead allows the market to deliver parking that is tailored to current demands. <u>Parking will still be provided with projects because lenders and capital partners expect this.</u> As noted by PSRC in the HOP toolkit for "Transform and Diversify" areas like

			Wilburton, “requiring excessive parking tacitly encourages and, in some cases, subsidizes auto-dependence. Requiring less parking promotes transit and nonmotorized travel.” A multi-modal future that avoids vehicle gridlock is what we want to achieve in the Wilburton TOD area and eliminating parking based on transit proximity will support this future.
NEW LU-5	Develop compact, mixed-use site and neighborhood configurations that support active transportation.	<i>Retain this policy concept, and add requested New UD-10.</i>	<p>In order to achieve efficient and compact development it is imperative that small sites have densities and flexibility available to support redevelopment. We suggested NEW UD-10 below that complements this LU policy concept well, and we request you include it in further policy drafts:</p> <p><u>NEW UD-10:</u> <u>Recognize that sites smaller than 40,000 square feet have unique development constraints and provide flexibility in development standards to ensure they can be developed to meet the Wilburton Vision.</u></p>

Please do not hesitate to reach out to me if you have any follow-up questions.

Thanks,

Abbey

Abigail Pearl DeWeese

Hillis Clark Martin & Peterson P.S.

999 Third Avenue | Suite 4600 | Seattle, WA 98104
d: **206.470.7651** | 206.623.1745 | f: 206.623.7789
abigail.pearl@hcmp.com | www.hcmp.com | vCard | view my bio

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From: Abigail Pearl DeWeese

Sent: Wednesday, July 12, 2023 1:50 PM

To: PlanningCommission@bellevuewa.gov

Cc: Janet Shull <jshull@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>; jpanganiban@bellevuewa.gov; Campbell Mathewson <cmathewson@cmrepartners.com>

Subject: Wilburton Vision Implementation Draft Comprehensive Plan Amendments -7/12 Study Session Comments

Dear Chair Ferris and Planning Commissioners,

Thank you for your continued work on the Wilburton Vision Implementation. The Comprehensive Plan amendments you are beginning to consider will set the stage for the Wilburton neighborhood to become a vibrant urban destination where Bellevue residents of all backgrounds can live, work, learn, and play. We represent the owners of the property in Wilburton located at 11635 NE 8th Street, who are Midlakes LLC and the Matthewson Family. The property is immediately adjacent to the west of Eastrail and across the street from the Wilburton Station, and is a great candidate for redevelopment to meet the City’s Wilburton vision. We have reviewed the proposed Comprehensive Plan policies from staff for tonight’s meeting. Staff have provided a great initial framework – we have just a few suggestions. We have organized our comments into a table format so you can easily see our suggestions with strike outs/underlines, along with supporting rationales.

Policy Number	Proposed Text	Suggested Text	Rationale
New ED-2	Implement small format retail space to increase access to affordable space for smaller-scale retailers, emphasizing trail-oriented retail along Eastrail and the Grand Connection.	Implement <u>Incentivize</u> small format retail space <u>in specific locations</u> to increase access to affordable space for smaller-scale retailers, emphasizing trail-oriented retail along Eastrail and the Grand Connection.	Ground-level retail space is still recovering from the COVID-19 pandemic, and even in good economic conditions these spaces are often uneconomic for mixed-use building owners. In order to offset costs of providing these spaces and not further increase market-rate rents, particularly in residential buildings, the City should provide incentives for small format retail spaces. In addition, provision of such spaces should be targeted for specific street frontages where they will have the foot traffic to support them. Otherwise, this policy could add cost and only result in vacant ground-level space at odds with the vibrant neighborhood the City wants to create.
New UD-7	Allow adjacent development to provide upper-story or podium connections to Eastrail where there is significant elevation difference between Eastrail and adjacent properties.	Allow <u>Encourage</u> adjacent development to provide upper-story or podium connections to Eastrail where there is significant elevation difference between Eastrail and adjacent properties.	We strongly support this policy generally, but the City should go farther to specifically encourage trail connections that will activate this amenity and further define it as a regional destination. The subject property is immediately adjacent to light rail and would be a great candidate for a direct connection, pending permission from the Eastrail owner.
<u>New UD-10</u>		<u>Recognize that sites smaller than 40,000 square feet have unique development constraints and provide flexibility in development standards to ensure they can be developed to meet the Wilburton Vision.</u>	This would be an additional new Comprehensive Plan policy. Like in Downtown Bellevue, most sites in Wilburton are large. However, there are small sites like this one (17,000 sf) that present signature development opportunities if the City provides flexibility in development standards like FAR, setbacks, and floorplates to ensure development is feasible. The owners want to ensure the site could be redeveloped to provide a highrise residential option steps from light rail with activating lower-level retail on Eastrail.

From: [Barb Braun](#)
To: [Johnson, Thara](#); [King, Emil A.](#); [Kattermann, Michael](#); [Robinson, Lynne](#); [Council](#); [PlanningCommission](#); [parkboard](#)
Subject: How to Cool Down a City
Date: Wednesday, September 20, 2023 9:11:20 AM

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Some wonderful urban design tips that Bellevue should consider working into Comp Plan polices, especially for Wilburton/Bel-Red. Since Bellevue wants to be a model city, these ideas should be seriously considered. Thank you. Barb Braun

How to Cool Down a City
New York Times
By Pablo Robles, Josh Holder and Jeremy White
Sept. 18, 2023

<https://www.nytimes.com/interactive/2023/09/18/world/asia/singapore-heat.html>

From: [Jessica Clawson](#)
To: [PlanningCommission](#)
Subject: comment--Sternoff Property/Bel-Red/density and open space
Date: Wednesday, September 27, 2023 10:39:05 AM

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Hello Planning Commissioners,

We represent the Sternoff Property, located at 1600 124th Avenue NE, in Bel-Red.

The property is located ½ block from the Spring District Light Rail Station. It is also adjacent to a critical area. It is developed as a typical mid-century strip office/retail center with surface parking. As the commission considers Bel-Red this evening, we hope you will consider the following:

- The City should follow zoning principles/best practices related to density around light rail. The highest amounts of density should be allowed within walking distance of light rail. Consider minimum FARs around light rail that will achieve the density necessary to support light rail.
- Stream and critical area buffers must be “right-sized” to promote redevelopment of old strip mall properties. If the City makes redevelopment impossible because of too large and onerous buffers, the current degraded environment (parking lots sheet flowing to streams, streams in pipes, etc.) will continue to exist—because no one will be able to redevelop. This would be a terrible miss for the City’s density and housing goals, as well as its environmental goals!
- As you are giving direction regarding environmental and open space goals, consider direction that states the City should incentivize stream and buffer restoration through redevelopment. The City will never have enough money to buy properties and restore streams, and doing so with large buffers would undermine planning and housing goals. Utilize redevelopment to restore habitats to a workable condition.

Thank you for your consideration, we look forward to working with you this and next year on Bel-Red policies.

Jessica M. Clawson
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Seattle, Washington 98104
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From: [p.johnston](#)
 To: [Council](#)
 Cc: [TransportationCommission](#); [PlanningCommission](#)
 Subject: Comp Plan: Stat Accurate Survey: BIKE LANES:: Primary Street Design results vs the importance of bikes evident in reading the Appendix I. Request more "Olmstead" ped/bike connections
 Date: Wednesday, September 27, 2023 1:53:41 PM
 Attachments: [image001.png](#)
[image004.png](#)

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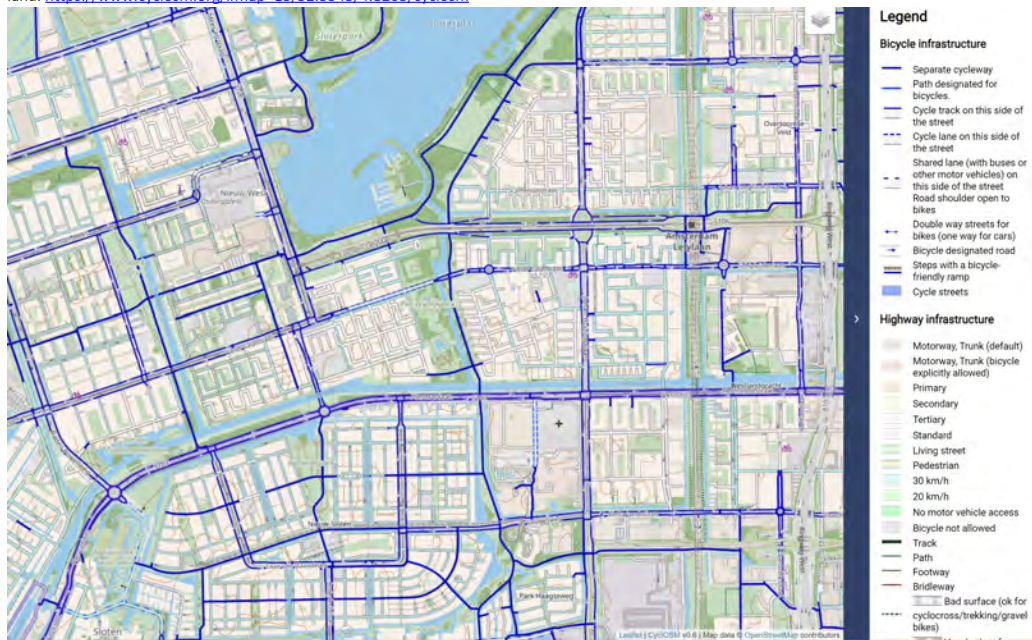
COMP PLAN SURVEY: What is says about bike lanes.

Primary Street Design results and Appendix I: Ideal Neighborhood comments do not have the same priority for bike lanes. Comments do not show a preference for "Pedestrian and bike oriented street design that prioritizes safety and slower speeds".

- Ped/bike comments focus on recreational or optional biking.
- Few comments on commute (directly)
- High desire for recreation ped/bike
- Some would vocationally bike to nearby stores/coffee shop
- Balance between modes means different things
- Bike lanes are good, but a number of comments are concerned it will make traffic worse (see bolded items)

My informed conclusions are people want bike lanes for recreation. That step should be satisfied in order for behavioral change to commute. Few think they will change to commuting by bike. Few people would like to see car lanes changed to Bike Lanes. As BelRed builds out, pedestrian increase is critical. Bikes move people to the next section of town. Bellevue should strongly consider a "Grand Connection" between the EastTrail and Fred Meyer: a ped/bike trail that brings together a parklike trail, mixed use business, and health. This would attract pedestrians as well as bikes. Consider bike/ped [paths short-cuts](#). requirements

Greenspace with trails (Olmstead pearls an a string) matches the "City in a park" vision. See this map of Copenhagen and observe how many bike routes are on park /green-way land. <https://www.cyclosm.org/#map=15/52.3543/4.8203/cyclosm>



Data: <https://app.displayr.com/Dashboard?id=0a4ca35d-f8d4-41c2-9341-1d49fc4811b1#page=865572a1-9fb8-4f45-8b07-95bdb03aff5d>

SURVEY PART 4 NEIGHBORHOOD PREFERENCE

The survey included a special exercise to better understand what features residents prioritize when considering their ideal neighborhood based on a specific set of criteria. Respondents were prompted to "Think about the kind of neighborhood you would like to live in today and in the future. What would your neighborhood look like?" Then they were presented with a series of neighborhood designs based on five attributes with different options for each attribute.

The second question we can look at when analyzing the data from this part of the survey is, "Within each attribute, what preferences do people have for the different options?"

FROM PRIMARY STREET DESIGN

Streets designed for efficient automobile traffic	27
Pedestrian and bike oriented street design that prioritizes safety and slower speeds	73

Across all demographics, about three quarters of Bellevue residents prefer street design that is oriented towards pedestrian and bike safety. However, there are some demographics that feel more strongly about this when compared to the average. For example, 90% of respondents under the age of 25 prefer bike/pedestrian oriented street design. A noticeably higher proportion of respondents who live in Bel-

Red, West Bellevue, and Eastgate neighborhoods prefer bike/pedestrian oriented street design.

FROM APPENDIX I

"Based on your answers, the neighborhood below should be fairly close to your 'ideal' neighborhood." [table showing combination of highly rated attributes]. "If an affordable option was available would you want to live in this neighborhood?"

My assessment on priority of biking lower score for if they want bike-path or lane for recreation	Comments highlights
2	I want a multi cultural and vibrant community with facilities for healthy living like biking , sport fields, trails and parks, etc
1	Can't we have streets which are safe and efficient for automobiles, bikes, and pedestrians?
1	I would love to see truly bike-oriented city design implemented in Bellevue (including the outskirts!). The problem I have with Bellevue's current implementation is that it's not bike friendly; most bike lanes are just painted onto the right sides of roads. That's not safe for a ton of reasons (free rights at intersections, sharing the lane with vehicles, people parking in bike lanes, etc). I don't want to be forced to be car dependent, but I don't ride a bike anywhere specifically because the lanes are on public roads with motorized vehicle traffic. Bikes simply dont belong there. I desperately want to see entire networks of lanes for ONLY bike/pedestrian traffic. I would be overjoyed if I could ride a bike all the way from the east side to downtown without having to ride on a road shared with cars.
2	Near bike lanes or trails, and near regular transit.
3	This is basically describes my current neighborhood. Bike paths are great. I bike all the time (on trails only). Except really, car & bike trails need to be separate to be safe. And don't sacrifice the car to put in bike trails that will hardly be used. Cars are the majority here so take that into account. You will not get many people out of cars for bike commutes - it will not move the needle.
3	Mixed housing types to meet needs of families, singles, low-income/homeless. Green spaces integrated into the design. Easy access to shopping, arts, museums, entertainment venues. Availability of on-street electric car charging and secure bike racks. Access to public transportation that allows you to go into Seattle, to beaches and parks.
1	Need pedestrian and bike friendly roads, slower enforced speed limits.
3	I live in a mixed neighborhood of housing. I wouldn't say there is any affordable housing in my neighborhood. I love our parks both small and large. The streets are a little busy for comfortable bike riding, but I live close to I90. There isn't really cultural events in my neighborhood. The crossroads area seems to have a good combination of all things listed. It has gotten overgrown with apartments now that the train is coming to Microsoft area. By the time we get train service in Eastgate or Issaquah I will be retired.
2	balancing wide accessibility of access--how easy is it to get somewhere important/interesting (businesses, green space) if you are a pedestrian, if on bike, and in a car--is probably the most important thing , which is then balanced by density (housing mix that isn't dominated by 5+ story buildings only). Affordability is super important (and coincidentally helped by supporting a wide accessibility of transit types), but might lose out when the first two things are prioritized, unless there are some requirements for it.
	I strongly support pedestrian and bicycle traffic enhancements, but not at the expense of efficient automobile traffic. Unfortunately, what I see being implemented to enhance pedestrian and bicycle traffic does not invest in widening roads and shoulders to create additional lanes which can become protected lanes for pedestrians and bicycles. Instead, paint is used to narrow or eliminate car lanes to create lanes for bicycles and walkers. Results: narrow lanes making is harder to drive, unprotected bike/ped lanes which are not safe. Downtown Seattle is feels difficult and unsafe for drivers, bikers and pedestrians. I've seen another outcome in some European cities where there was brick, concrete and asphalt investment to create true bike/ped lanes, not at the expense of car lanes.
2	I like European cities. Density is preferred so you can travel 20 minutes outside the city and be in the country. I don't believe in paving to the Cascades. We need to preserve our raw land and timber in case we ever need to grow our own food, heat our houses, reduce dependencies on external goods/supply-chain issues, or in case of war. Hannover, Germany is a good example of being independent by preserving their trees via park trails that connect throughout the cities and neighborhoods. Mass transit or bikes get everyone where they need to go. The more density we create, the more we need to provide quick access to trails/parks/groceries/community areas. If people live so close to each other, they need easy access to get outside in a quiet space (small parks offer that), groceries, community restaurants. Europeans walk and bike frequently which is the best FREE mental health care!
1	It's very important for the sidewalks and streets to feel prioritized for pedestrians and bikes rather than cars otherwise it isn't fun getting around
	Ideal would have a mix of people - ages, incomes, backgrounds. Ideal would

2	have less car traffic - folks walking/biking more for enjoyment, purchases, gatherings, restaurants & coffee shops.
3	Medium density, not sacrificing traffic areas for very low use bike lanes. Ok if business on first floor of a condo. Good to have public transport to downtown Bellevue. Green spaces great, but in moderation. There is a lot of green outside the city. Don't think high density would work for me. Affordability would be nice. Going for walks or runs easily near my home is important for me. Challenge of increasing density is that it increases traffic. Perhaps area near highways could be targeted for that. Some part of Zurich come to mind for examples of mid density / high density. The buildings are never too tall, they have businesses in the first floor and housing above.
1	Affordable housing, a mix of housing types, and pedestrian/bike friendly streets are required. For green spaces & business (small vs dense), a range of options are ok. However, I think every neighborhood should at least have access to small or medium parks in addition to larger parks for the city. Parks near denser housing need to support play spaces for kids.
1	It is key to have a park nearby and streets that accommodate walking and biking to incentivize people to live a healthy lifestyle. Community is stronger when people are healthy.
	Make the neighborhood as pedestrian/bike friendly as possible.
1	Exactly what I would like in Bellevue, WA. It is not quite what I own in Bellevue (no small businesses within walking distance or pedestrian and bike oriented street).
3	My main criteria for an ideal neighborhood: 1. Safe, Diverse and Affordable. 2. Focus on local businesses. 3. Good education, easy access to everything. 4. Government working with citizens. 5. Access to employment opportunities. 6. Green spaces with trails for walking, biking etc.
3	The question, "could you live here?" was tough, since I can make do living in a lot of situations. My favorite neighborhood so far was the Junction in West Seattle. Very walkable, tons of local small businesses, mix of housing. We live near Crossroads now and it's pretty good, except there aren't always sidewalk, crosswalks, or bike lanes. More of those would be nice!
1	bike lanes, bike racks at businesses, bike protection at businesses. can walk my dog without danger
2	Not everyone's ideal neighborhood is the same, but I want to live in a neighborhood with plenty of trees and green space, low density, and something that isn't too automobile centric but gives people options like bike lanes, small local businesses or meeting places, public transportation, and parks of significant size not too far away. I think it makes sense to aim to have different neighborhoods of slightly different characters but I don't want my neighborhood to change too drastically.
1	i mean i don't like this approach you all are taking with this survey entirely. like we shouldn't decide how a cities future looks solely based on what people currently want. we should look at what the city will need in the future. for example if we expect the city to grow exponentially over the next couple decades... then we would want to prioritize affordable high rises that can house many people in the smallest space possible. or like if we expect a boom of children to happen... then we should prioritize safe places where children can grow up and walk around outside and not be surrounded entirely by cars and building. so like parks/greenery/mostly residential zoning with small business they can walk to would be better for children. i also think there are some options here where we don't have to choose one or the other. for example, why can't we design our roads to have efficient automobile traffic AND safe biking/pedestrian accessibility too? why can't we have small parks, medium parks, and large parks with many amenities?
1	Prioritize for a walk and biking safely in transit. Get people of their car which is dangerous and denser businesses
1	Bike transportation and a slow pedestrian friendly atmosphere are important. Development should be done with beauty in mind - buildings should blend and fit together with a common design set back from street sidewalk greenery flowers seasonal interest and wildlife value.
1	Need good options and facilities and commuting pedestrian and bikers, options for families to go to parks parking spaces
2	I would prefer a neighborhood that also incorporated taller options. I'm not against pedestrians or bike lanes, but they need to be balanced with auto efficiency. You get into a car because you want to get somewhere quickly.
3	This is the kind of neighborhood I live in now. It is ideal and that is why I live in Bellevue. To add more density, more bike lanes, no requirements on affordable housing would make Bellevue like Seattle and I don't want to live in that kind of city! Please keep Bellevue a livable suburb, not a mishmash of different kinds of housing and lots of bike lanes with slow traffic that Seattle is!
2	Housing mix: Flats, townhomes, single-family homes, and duplexes Businesses: Denser development with small businesses (corner shops, cafés, restaurants, etc) Street design: Balanced between cars and walking/bikes. Green space: Balanced with small, medium and large.
2	I'm not in favor of mixed affordability and mixed use housing but am in favor of more density and promoting getting people to bike or walk to local businesses etc. neighborhoods with amenities.
2	Single family homes, park and trails within walking distance, pedestrian and bike friendly streets, ok to drive to businesses
	Don't want bike oriented street design to come at the expense of

3	convenient street and neighborhood parking
2	It's simple, a mix of small parks and medium parks with parking Single home, Duplex and townhouse ok, no five story apartment buildings Some small businesses/ grocery to walk to. Roads need bike paths
2	Should be able to walk to at least some businesses, especially grocery/Rx/mail services. Streets should be safe to cross, so bike lanes and slower roads combined with efficient for car travel is best. It is untenable to continue building large condo/apartments that are not individual unit larger and family friendly. Frustrating to see many apartments going up that are geared to 1 or 2 paying tech professionals and not a potential single parent family. This erodes our neighborhood schools and the communities they build. There should also continue to be a focus on affordable age restricted (55+) communities with senior services, Dr/Rx/Grocery nearby. Crossroads has a very good mix. Concerned about condos going up near Fred Meyer. Should have affordable family options, especially since there are several schools within walking distance and NOT catering to MSFT employees. No offense to MS, just need to keep this area family friendly. Hopefully some park area also being installed in that location.
3	Avoidance of affordable option depends on how it is defined. Walking distance also depends on how it is defined. I currently have a small collection of small businesses a mile away. I like the exercise. I would not want the stores much closer. In terms of street design, I would hope that there can be a balance between accommodating pedestrians and automobiles. Seattle has gone way too far towards bikes and public transportation.
3	My number one priority is a quiet neighborhood. My second priority includes short walks to library, grocery store, pharmacy. Sidewalks everywhere so people can walk safely. I prefer to live in a neighborhood with all single family homes because my experience is it is quieter, but as long as the neighborhood is super quiet and I don't have to smell marijuana or be kept up by loud neighbors I am fine with more housing mix. I love being close to paved walking trails that are not close to traffic so I can hike, walk, bike in all types of weather.

There may be comments unrelated to Biking but related to Walking

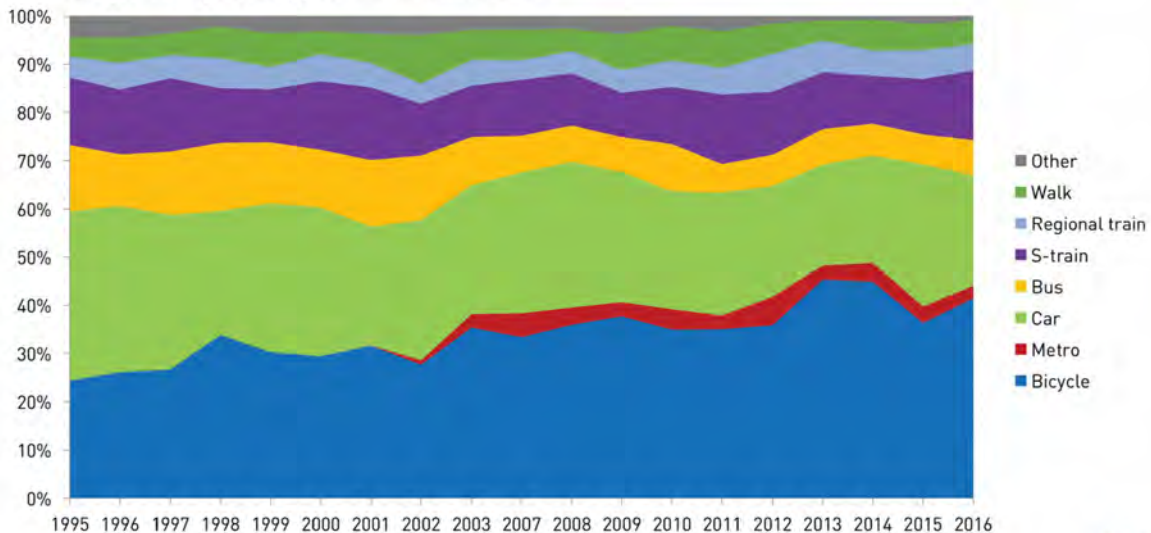
ONGOING

If there was another outreach discussion or survey, please ask questions to clarify:

- How many minutes would you be willing to lengthen your daily commute to make travel safer in Bellevue?
- How many minutes would you be willing to lengthen your commute to make travel more environmentally friendly?
- If you commute to work, in what circumstances would you drive to work by car, if transit or biking did not significantly change your commute time,?
- If transit or biking did not significantly change your commute time, when would you drive to work by car?

NOTE: Copenhagen sold its port to afford the Metro. Port areas became housing, retail, and offices.

Primary mode of transport for trips to work or education in the City of Copenhagen [notice 2004-2006 is not included]

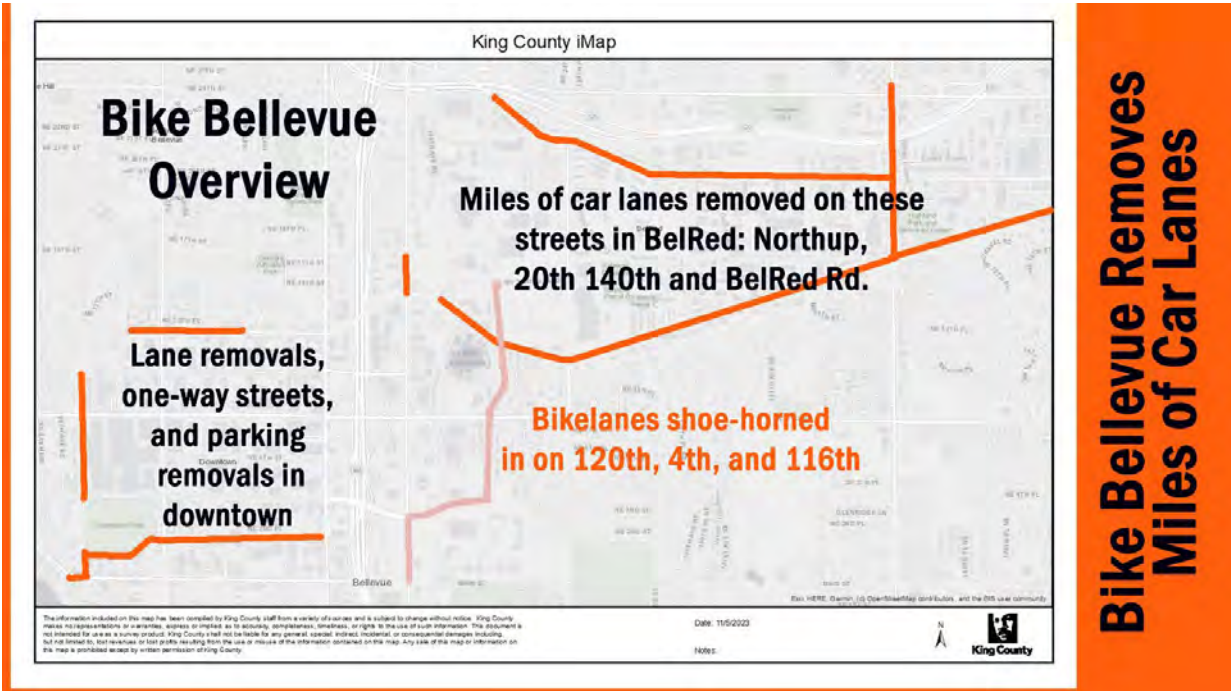


Gehl Architects

Cordially,
- Pamela Johnston
 425-881-3301

From: [p_johnston](#)
To: [Council](#); [TransportationCommission](#); [parkboard](#); [PlanningCommission](#)
Subject: Opposing Bike Bellevue, Promoting Alternatives
Date: Sunday, November 5, 2023 8:51:57 AM

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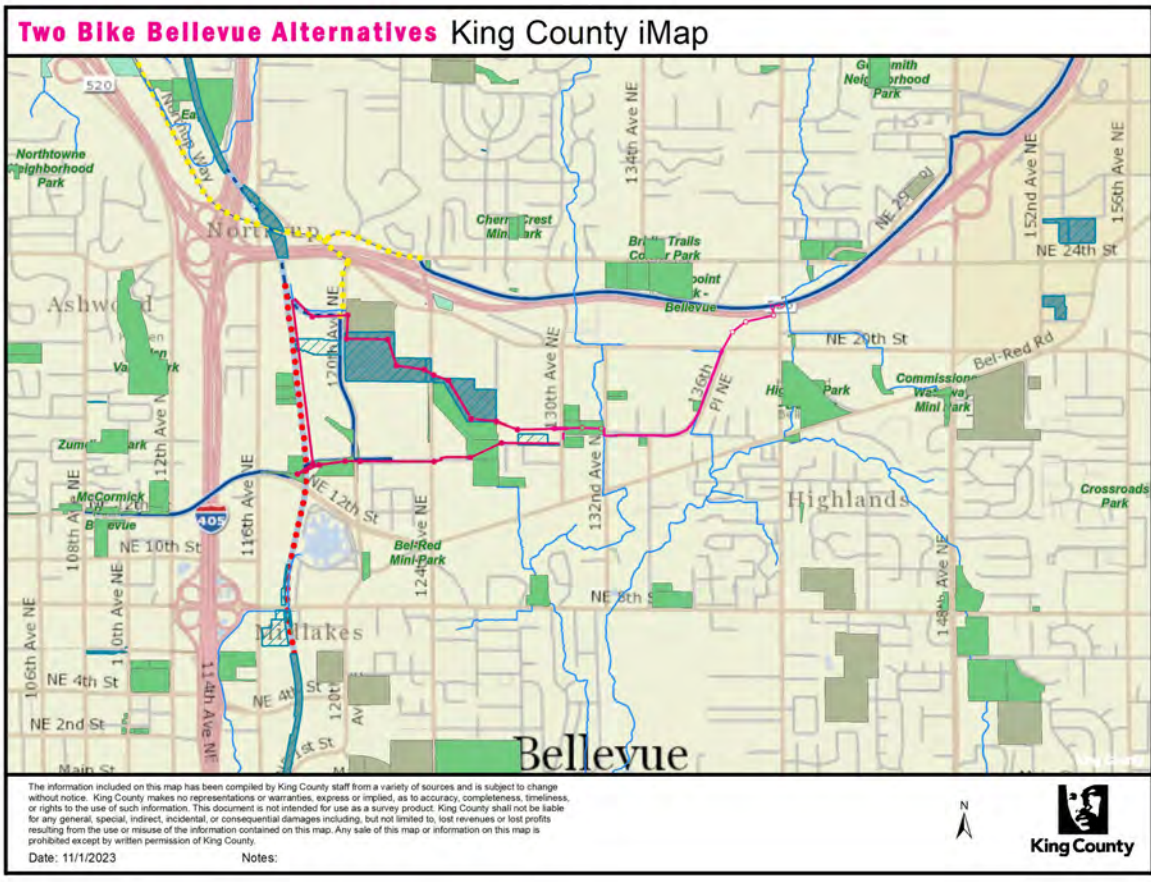


Dear Bellevue City Council, Transportation Commission, Parks Board, and Planning Commission:

Traffic continues to be a major concern in this area. I am concerned development in Downtown, Wilburton, BelRed and Sears/Overlake will increase vehicle traffic. Removing car lanes only exacerbates congestion. Using car lanes for bike lanes is cheaper for the bike project but not the right plan for Bellevue.

Please do not prioritize bike trips ahead of the vehicle traffic essential to live, work, and play in Bellevue. ARCH, the low-income housing branch of Bellevue development as well as transportation data, has shown that low-income households in Bellevue require cars. Removing these lanes of vehicle traffic does not make sense at this time. [Spending \\$18 million to complete](#) bike lanes is the wrong priority when we have so many competing needs.

Health and the environment are important. Please consider a green backbone through BelRed, bringing trees, green space, and parks along a walk/bike trail that winds through the heart of BelRed. In addition, adding medians with trees would improve all of BelRed. These options are positive impact for all that need an early start for success.



Cordially,
- Pamela Johnston
 ☎ 425-881-3301

Emil King
Planning Director
Community Development Department
City of Bellevue, WA
EAKing@bellevuewa.gov

Janet Shull, AICP CUB
Strategic Planning Manager
City of Bellevue, WA
JShull@bellevuewa.gov

Dear Emil and Janet,

Thank you for meeting with Pat Mutzel and I on Monday, October 16. We appreciate your time and letting us understand your reasoning for designation of BR-MO-H-2 for this area of Wilburton.

We believe the alternatives we have listed here will better suit long term goals of Bellevue. But first a few background points and observations.

Background and Observations

- 1- The area of interest is bound by Bel-Red Rd to the north, 116th Ave NE to the west, Overlake parking Ramp to the south, and Lake Bellevue on the east. It is marked green and nicknamed BR-MO-H-2, please see the map below.



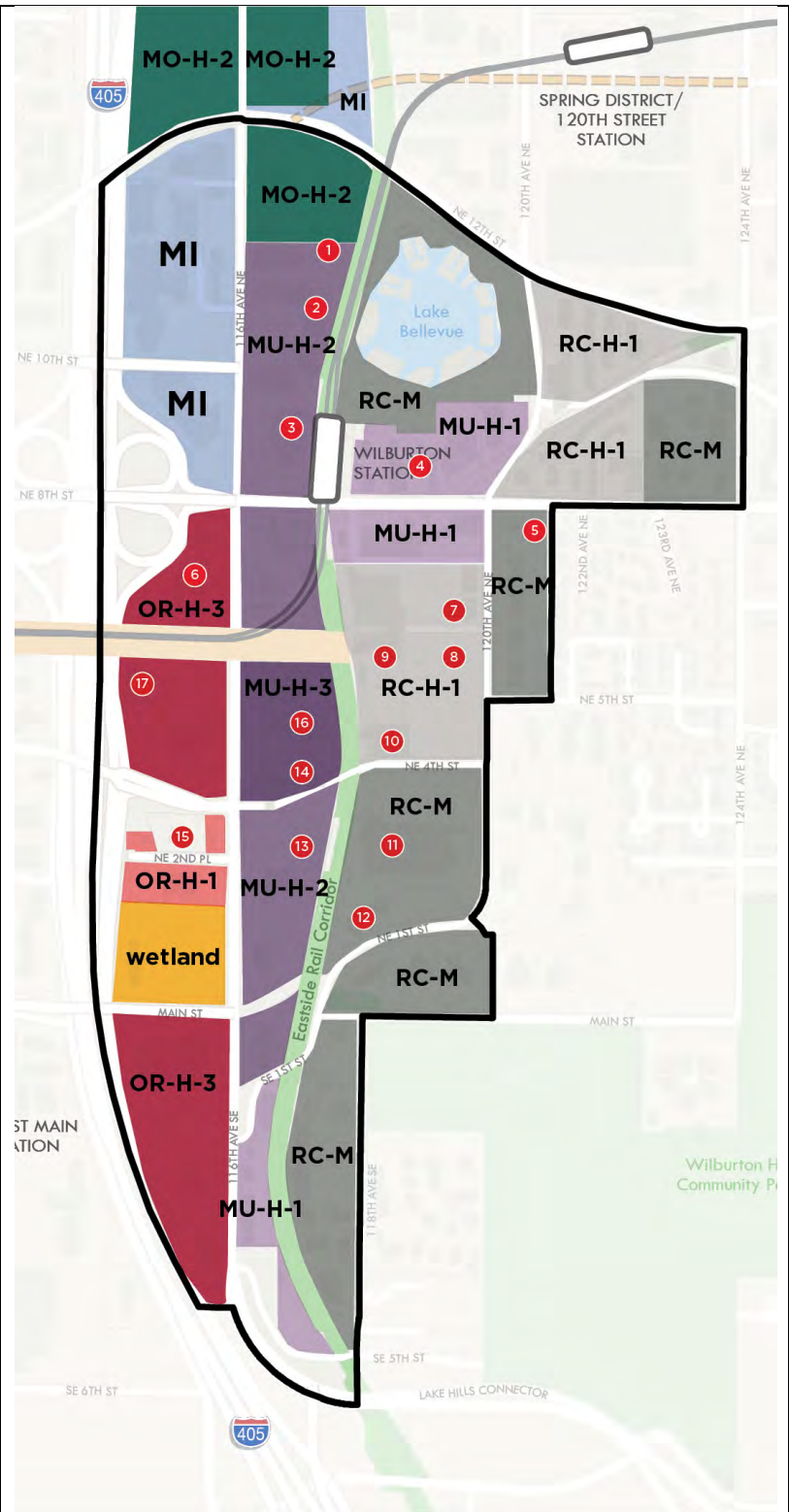
- 2- This area consists of 10 properties that together make up roughly 325,000 SQFT, with about 119,000 SQFT improvements. All of the buildings date back to 1950-1980. There are consistent vacancies which fall outside of this area and are within the Overlake Hospital, across the street in the Pavillion. The main reason for these vacancies is high cost of occupancy due to unreasonable leases forcing medical practices to opt for less expensive options or move outside of the designated medical area in Bellevue.
- 3- Historically this area has been designated Medical Office all the way from NE 8th Street to Bel-Red- Road for as long as I can remember, 30+ years? Even with the latest bump during the last Bel-Red re-zone, increasing the FAR to 4 and height to 150 feet, still no new development has taken place in this area for 40 years.
- 4- With the arrival of Light Rail and the need for more housing this area is particularly attractive for Transit Oriented Development (TOD) and street level retail.
- 5- The area north of Bel-Red Road is still available and well-suited for medical office development. The proximity to Children's Hospital is a catalyst for further medical development.
- 6- Overlake Hospital still has land available on its campus for future large medical office development if the need arises.

- 7- With the new proposed FAR between 5-6 and increased height of 250 feet, over 1,630,000-1,950,000 SQFT of new medical space can be developed in area of interest alone.
- 8- We estimate the total need for a new medical office for the next 20-30 years not to exceed 500,000 SQFT, which is between one third to one fourth of the potential for the proposed vision.
- 9- A purely medical office building bears too much risk to develop given the lack of foreseeable need, cost of new buildings, and prohibitive lease rates for medical tenants. Any new medical building will be purely speculative. Therefore, diversification of tenants mitigates such risks.
- 10- Most of the properties within the Wilburton Preferred Alternative subarea that lie to the south of the MO-H-2 zoning designation have a residential component to them but realistically aren't going to be redeveloped due to the current improvements. Some have already been developed and others generate too much income for a developer and owner to find common ground on land value. (see exhibit A for reference)
- 11- The MO-H-2 zoned area has the highest concentration of small parcel/single owners and is the closest near-term developable area given the vintage of the buildings coupled with smaller non corporate tenants. Its proximity to the light rail station makes this area perfect for residential and meets the needs for living and urbanization, which is the main goal of the Initiative.
- 12- Properties in Wilburton area will not yield any immediate development due to its current mix of tenants and property owners. Please see Exhibit A.

Exhibit A, Existing Zoning

Properties Rendered Not Developable within the next 20 years:

1. Parking Garage & Surface Parking
2. Design Market Retail Center
3. Whole Foods
4. Auto Nation (Porsche & Mercedes)
5. Park 120 Office Building
6. Hotel One Six (former Coast Hotel)
7. Uwajimaya Market & Total Wine
8. Bellevue School Bus Parking
9. Mutual Materials (could possibly be developed)
10. Best Buy & Parking
11. Home Depot
12. Ridgewood Corporate Center (possible)
13. Dave N Busters, Target, etc. (KG Investments)
14. Home Goods, Trader Joe's, etc. (KG Investments)
15. PSE Sub Station
16. Future Mixed-Use/Office/Retail (KG Investments)
17. Lincoln Center – City of Bellevue Owned



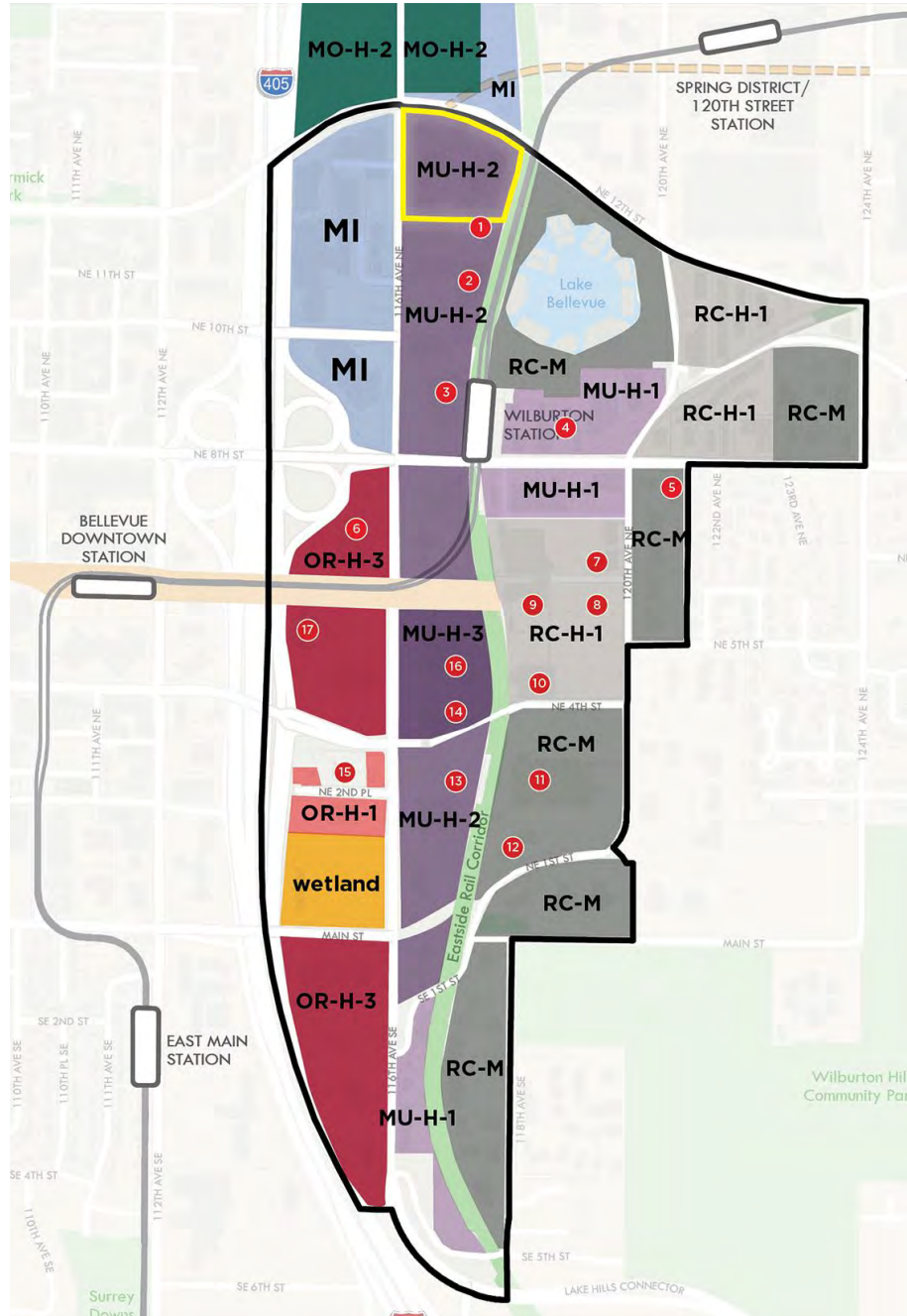
Recommended Alternatives to Current Suggested Zoning

We are recommending these six alternatives to remedy the shortcomings in the current plan. Obviously, they can be combined or acted upon solely depending on your judgement. We further believe that all the suggested alternatives are easy to implement and are not radically different than what has already been proposed or historically implemented. Nevertheless, implementing one or more of the alternatives will further enhance and improve the current plan. Given the current fluidity of the vision document and its support for urbanizing the rezone goals, we believe the alternatives should be given earnest consideration. Please see Exhibit B, below with illustrations.

Exhibit B, Zoning Recommendations

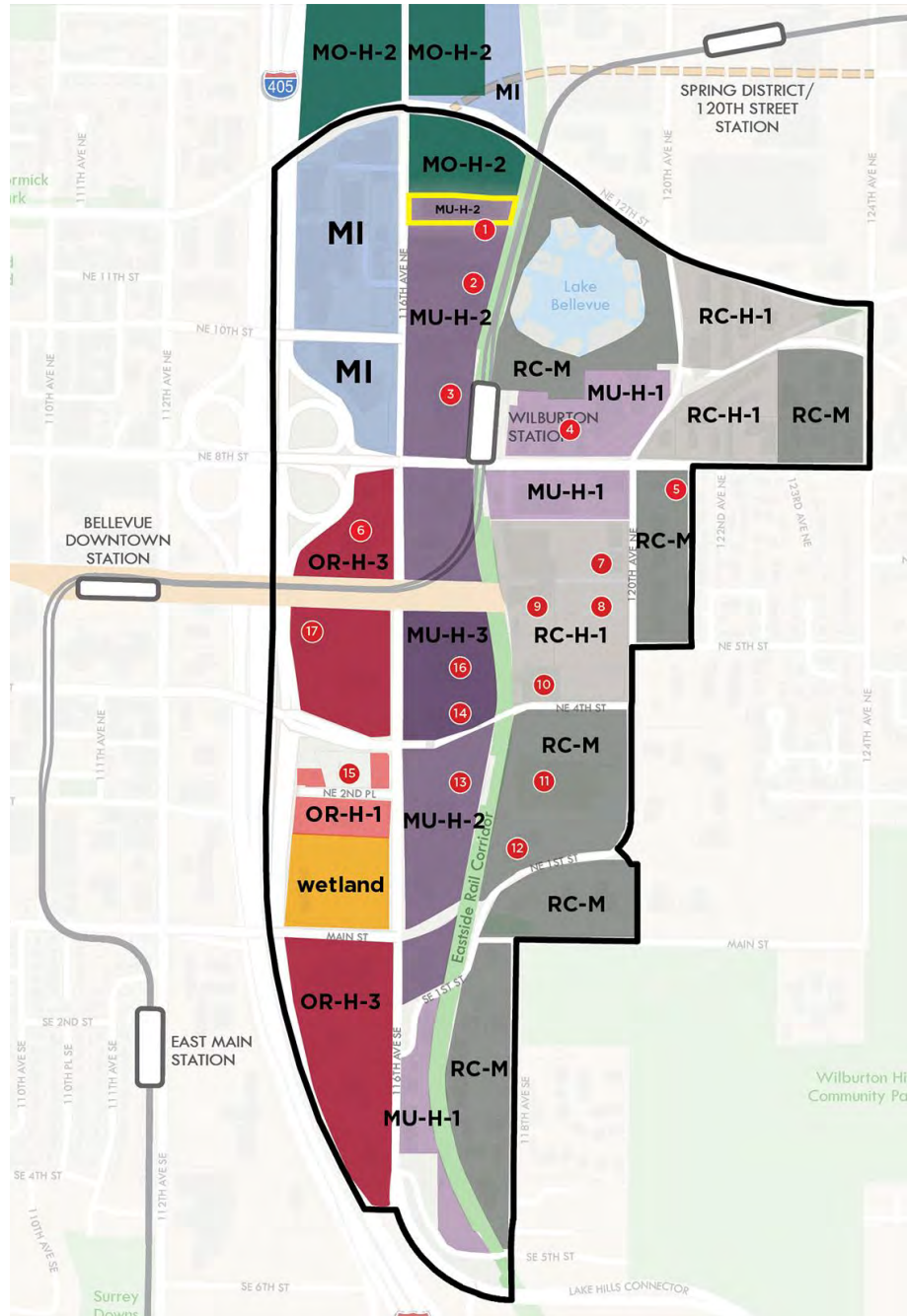
Recommendation 1

Extend BR-MU-H-2 designation all the way north to Bel-Red Road and keep BR-MO-H-2 to the North of Bel-Red Road. This will enable maximizing the use of Light Rail Station while protecting future medical office needs. The Washington Park complex located at 1407 116th Ave NE is more than enough for medical office



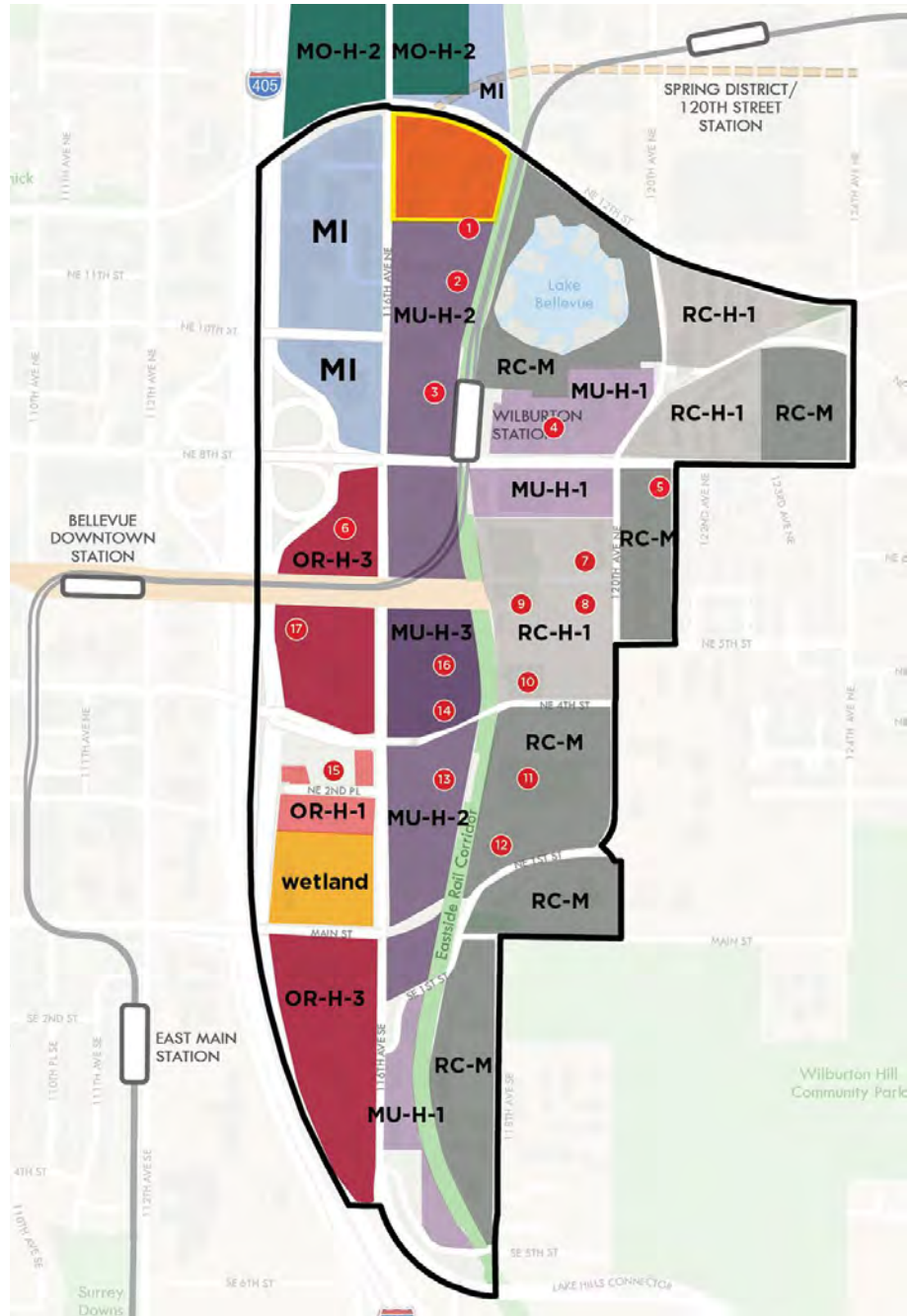
Recommendation 2

Extend BR-MU-H-2 slightly north ward to expand Mixed-Use area. Considering the actual need for medical office is 1/3 to 1/4 of what is envisioned, adjusting this will correspond with the realistic need for medical office. How far north we leave to the discretion of the staff.



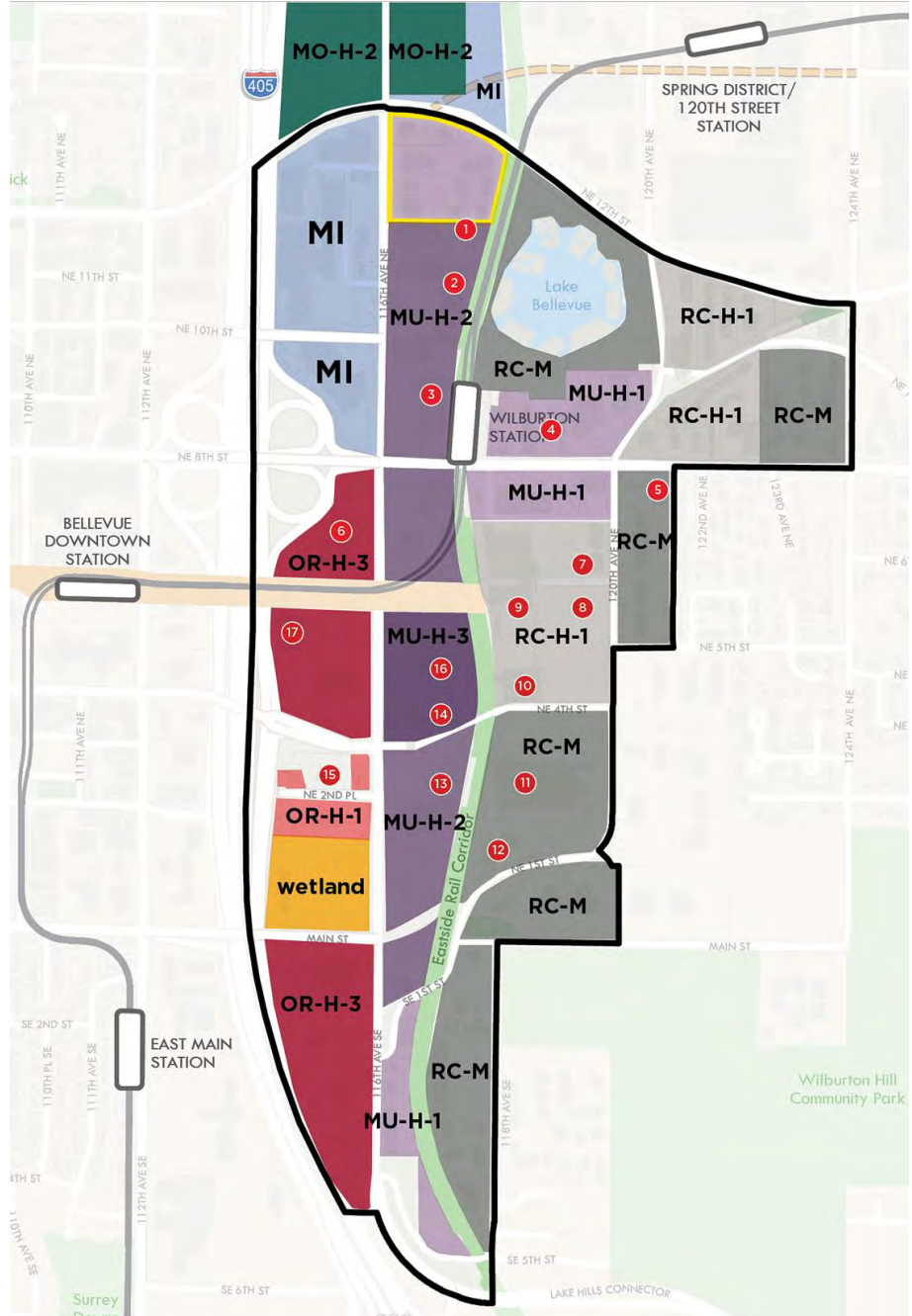
Recommendation 3

Like the downtown Bellevue zoning code, have a bifurcation in the zone that stipulates what is a nonresidential FAR max and residential FAR max. Incentivize medical office with a higher max FAR of 6 but allow for residential at something a little less, if blended let developers get to something in the middle.



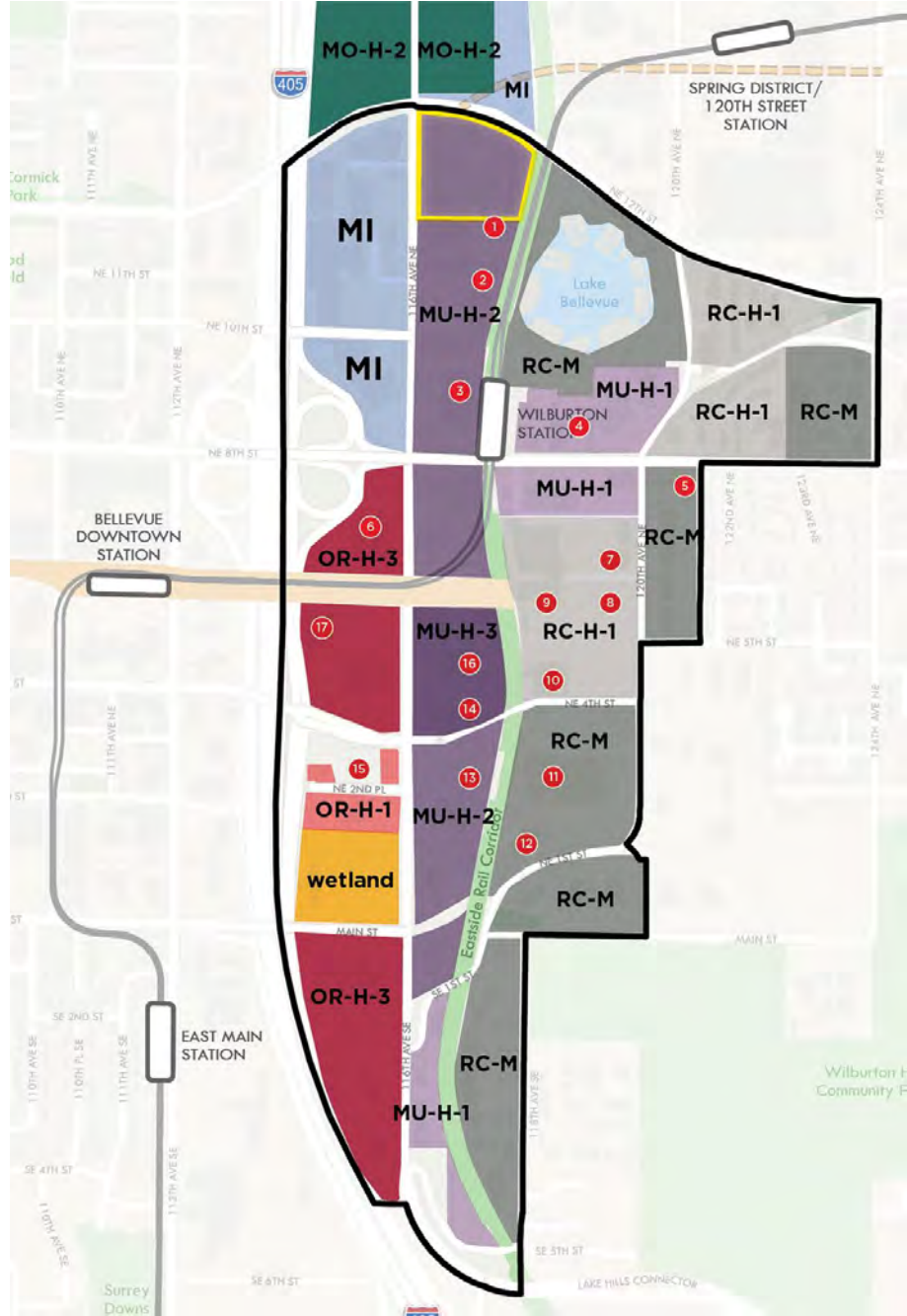
Recommendation 4

Allow for substantial non-medical development in BR-MO-H-2. As established above, to encourage new development while meeting the need for possible medical use, allow other uses such as residential, hotel, office, senior living, Bio-Tech, retail, etc. to be combined with medical for this zone. Require minimum 20% of FAR dedicated to medical use for any new development in BR-MO-H-2 and incentivize fully medical development buildings by granting increased FAR. This will be in line with total expected medical need.



Recommendation 5

Make everything north of NE 8th to NE Bel-Red Road BR-MU-H-2 or BR-MO-H-2 with a minimum of 10% dedicated to medical uses. This area, NE 8th Street to Bel-Red Rd., has historically been zoned as Medical Office in the past few rezones. Therefore, keeping the zoning intact for the entire area is nothing new and no precedence is broken. This is a slight variation on Alternative 1.



Recommendation 6

Allow Medical use only in BR-MO-H2. Prohibit medical use in all proposed BR-MU-H-1/2/3, RC-H-2, RC-M, OR-H-1/2/3 areas. If Medical use is allowed in these zones, it will further dilute the need for medical need in the proposed BR-MO-H-2.

From: [Pat Mutzel/USA](#)
To: [John Darvish](#); [King, Emil A.](#); [Shull, Janet](#)
Cc: [PlanningCommission](#); [Robinson, Lynne](#); [Council](#)
Subject: RE: Wilburton - BR-MO-H-2 alternatives
Date: Tuesday, November 7, 2023 11:53:03 AM
Attachments: [image001.png](#)

You don't often get email from pat.mutzel@cushwake.com. [Learn why this is important](#)

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As a follow up to Johns email and our submittal, my quick high level observations are as follows:

- The BR-MO-1 zoning has been in place for some time. It has not produced any significant re-developments to date or since its inception.
- Changing the FAR and heights alone in this area won't be a catalyst for further development or urbanization of transit-oriented uses.
- Multifamily mixed use projects have been the single biggest catalyst for new development and urbanization across the country (locally, Columbia City, SeaTac and other major stops along the Seattle based stations have seen this happen or is currently happening).
- Promoting mixed use projects near the rail station will bring in more low to middle class workers which should support affordable housing goals.
- A number of the multifamily zoned parcels within the current preferred alternative already have substantial development or are potentially rendered "not developable". Examples are: Auto Nation, Home Depot & Best Buy, Total Wine, Whole Foods, Dave and Busters, Home Goods/Trader Joes, Design Market (strip retail center north of Whole Foods). All these properties are either super strategic corporate locations with long term leases or the value of the income (either to land owner if leased or corporate revenue sales of the store) out ways what a developer would be willing to pay for the land. This dramatically reduces the overall goal of improving the study area amenities and incentivizing transit oriented uses.
- The properties within the current BR-MO-1 and potentially future BR-MO-H-2 area are made up of smaller older medical buildings. They also have proximity to the Wilburton Station. These parcels all have lower rents and the land value to income value makes them immediately developable in the near term. The tenants within this subarea can easy move north along 116th or into select areas within the Bel-Red corridor making for an easy transition. Try to displace large box retailers and dealerships makes for a more problematic transition, plus some serve a local need. I like my home depot right where it is .

Great to meet with you Emil and Janet. Thanks for hearing out our opinions on the topic.

Best,

-Pat

From: [Charlie Bauman](#)
To: [King, Emil A.](#); [Tanus, Trisna](#); [Rousseau, Gwen](#)
Subject: RE: Comp Plan Periodic Update
Date: Tuesday, November 14, 2023 4:12:04 PM
Attachments: [Bel-Red Subarea Plan - proposed changes - 2023.docx](#)

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Emil, Trisna, Gwen – attached are my updated recommendations for Bel-Red Subarea policy changes. Can't believe I first sent these almost a year and a half ago. How time flies

Now that you are starting into reviewing the subarea plan, I thought it was a good time to reshare these. The general theme in my proposed edits continues to be flexibility on a site by site basis.

Happy to answer any questions.

Thanks!

Charlie Bauman

425-802-3352

From: Charlie Bauman
Sent: Friday, July 8, 2022 9:55 AM
To: King, Emil A. <EAKing@bellevuewa.gov>; Tanus, Trisna <TTanus@bellevuewa.gov>
Cc: tmjohnson@bellevuewa.gov
Subject: RE: Comp Plan Periodic Update

Emil – thanks for this note. I understand that the Strategy Team is already filled. I am still very eager to be in the loop on discussions and to provide ample feedback, especially as you start to draft revisions to policies. I am very involved with the Bellevue Chamber and will continue to share feedback / ideas direct with you, Trisna and Thara.

As discussed in our call a couple weeks ago, I have made proposed revisions to a number of the Bel-Red subarea policies. See attached. I believe these are very reasonable, practical and easy to implement changes that will not only benefit the Evergreen Center site allowing a feasible path for that 6 acres adjacent to the 130th light rail station to redevelop, but these changes would also benefit the broader Bel-Red area and establish a pathway for more density throughout.

Once you, Trisna and Thara have had a chance to review this it will be great to discuss and get your feedback.

My team is also working on a refined design and renderings showing a vision for what the Evergreen Center 6-acres could become, in addition to the larger area north of the 130th light rail station up to 520. I will share these images in the coming weeks to continue the conversation.

Talk soon. Thanks.

Charlie Bauman

425-802-3352

From: King, Emil A. <EAKing@bellevuewa.gov>
Sent: Thursday, July 7, 2022 7:00 PM
To: Charlie Bauman <charlie@guntowercapital.com>

Subject: Comp Plan Periodic Update

Charlie,

I've checked in regarding the Comprehensive Plan Periodic Update Strategy Team. The Strategy Team membership was selected to represent a balanced range of expertise and perspectives, including the development community. The group already began meeting in June, and we are no longer looking for new members. However, all material used in the Strategy Team conversations will be posted publicly on our [Engaging Bellevue website](#) and you are welcome to interact with the group through the Bellevue Chamber as that organization is representing the interests of many businesses in the city, including Guntower (Jessie Clawson, the chair of the PLUSH Committee, is the Chamber's representative).

The Strategy Team is only one of a number of ways we are obtaining feedback and guidance on the periodic update. There will be very similar presentations and activities held at the public workshops that are already scheduled ([you can sign up for them now](#)). We would also be happy to discuss any particular concerns or questions you have one-on-one regarding the Plan Update. In addition, we are making staff available to visit businesses, community groups, and other organizations to present an overview of the process, listen to specific concerns and answer questions. If you would like to do any of these things, please reach out to Thara Johnson at tmjohnson@bellevuewa.gov. She would be happy to set something up for you.

Trisna and I are also interested in continuing to hear your thoughts on specific policy and code change ideas that might be beneficial for housing and affordable housing development.



Thank you,

Emil King

From: [Rousseau, Gwen](#)
To: [Tsang Lim](#)
Subject: BelRed Parking requirements
Date: Thursday, November 16, 2023 2:31:00 PM
Attachments: [image002.png](#)
[image001.png](#)

Hello Tsang,

Per the Land Use Code section on Parking, Circulation, and Internal Walkway Requirements in BelRed ([LUC 20.25D.120](#)) "Inside nodes, no parking is required for retail and restaurant and/or bar uses under 2,000 nsf when the use is: directly adjacent to a public on-street parking supply of at least 20 spaces within 500 feet, or within 1,000 feet of a public parking garage, or within 500 feet of a light rail or bus rapid transit station." Otherwise, a minimum of 5 spaces per 1,000 feet is required within nodes as shown in the table linked above and as shown below.

20.25D.120 Parking, Circulation, and Internal Walkway Requirements.   

			MO-1, OR-1, OR-2, RC-1, RC-2, RC-3		MO, OR, RC, CR, GC, R, ORT	
Use		Unit of Measure	Min.	Max.	Min.	Max.
a.	Financial institution	Per 1,000 nsf	2.0	3.0/3.5 (1)	3.0	4.0
b.	Manufacturing/assembly	Per 1,000 nsf	1.0	2.0	2.0	4.0
c.	Home furnishing retail and major appliances retail	Per 1,000 nsf	1.5	3.0	1.5	3.0
d.	Manufacturing/assembly (other than high technology/light industry)	Per 1,000 nsf	1.0	1.5	1.5	2.0
e.	Office: Business services/professional services/general office	Per 1,000 nsf	2.0	3.0/3.5 (1)	3.0	4.0
f.	Office: Medical/dental/health- related services	Per 1,000 nsf	3.5	4.0/4.5 (1)	4.0	5.0
g.	Residential (5)	Per unit	0.75	2.0	1.0 (8)	2.0
h.	Restaurant and bar (3)	Per 1,000 nsf	5.0 (4)	15.0	10.0	20.0

Please let me know if you have any questions or need any additional information. I would

recommend calling the land use information line at 425-452-4188 anytime you have a question about code requirements as they are well versed in navigating the land use code.

Thank you,
Gwen

Gwen Rousseau, AICP

Pronouns: She/her

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

Note: My working hours are typically between 8:30AM – 5:30PM. My teleworking days are typically Tuesdays and Fridays.

Diversity, Inclusion and Belonging Drive Innovation

When we limit who can contribute, we in turn limit what problems we can solve.

- *Diversity* is having a seat at the table.
- *Inclusion* is having a voice.
- *Belonging* is having that voice be heard.

From: [Charlie Bauman](#)
To: [Rousseau, Gwen](#); [King, Emil A.](#); [Johnson, Thara](#)
Subject: RE: Preferred map - Bel-Red RC-H-2 - Evergreen Center - TRANSPORTATION
Date: Friday, November 17, 2023 10:44:36 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

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Thank you Gwen! Having that flexibility will be a big step in the right direction.

Charlie Bauman
 425-802-3352

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Thursday, November 16, 2023 5:05 PM
To: Charlie Bauman <charlie@guntowercapital.com>; King, Emil A. <EAKing@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>
Subject: RE: Preferred map - Bel-Red RC-H-2 - Evergreen Center - TRANSPORTATION

Thank you for sending your suggestions for policy amendments, Charlie. Staff are working on drafting policy that acknowledges the need for some flexibility through development review in the implementation of BelRed's local street grid under certain circumstances. New policy recommendations will be brought before the Transportation Commission for review in early 2024.

Thanks,
Gwen

From: Charlie Bauman <charlie@guntowercapital.com>
Sent: Thursday, November 9, 2023 5:02 PM
To: King, Emil A. <EAKing@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: RE: Preferred map - Bel-Red RC-H-2 - Evergreen Center - TRANSPORTATION

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Hi again Emil, Thara, and Gwen - I am checking in because I just saw the transportation Commission agenda and the attached Bel-Red transportation policies and want to share my feedback (though you have all heard this from me before!)

Overall these policy revisions are pretty broad, but I do foresee a BIG problem with the S-BR-56 policy as it relates to the street grid. The suggested changes are relatively minor and do little to set us all up to implement a practical street grid. As we've discussed before, the static street grid will never be built given how much it cannibalizes individual sites, splits property lines, and in many cases is impractical. The updated sub-area plan needs to give staff the ability to work with developers on alternate street layouts and site connectivity.

This sub-area plan is meant to be broad, but the policy should open the door for more flexibility in design.

Below is what is being presented to the Commission tonight, and below that is my suggested policy edits. Flexibility is the key here!!

This is a highly important policy, possibly the most important single policy throughout Bel-Red. If we don't get this right, we are condemning ourselves to the same fate that we have been in since the last street grid plan was adopted, where nothing has been built since!

I'd appreciate any feedback you have and how to best continue making this message known. Thank you!

S-BR-56	Develop local streets to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, connectivity and community character. Minimize crossings of streams and wetlands by local streets; use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity.	S-BR-56.a. Provide for Develop local streets through development review to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, connectivity and community character. S-BR-56.b. Minimize crossings of streams and wetlands by local streets; use and provide for environmentally friendly pedestrian and bicycle crossings where needed to provide for local connectivity.	Policy reinforces provisions for Local streets in BelRed that are established in the Land Use Code, BelRed Street Development Standards (BCC 20.25D.140) S-BR-56 is two separate policies because there are two policy topics. Separate policy to provide for ped/bike crossings of streams that are not on streets. One new stream crossing is anticipated, over the West Tributary of Kelsey Creek, with the segment of NE Spring Boulevard between 124 th Ave NE and 130 th Ave NE.
---------	--	--	--

My Suggested Edits:

TRANSPORTATION		
S-BR-56	Develop local streets to establish a new grid system with smaller block sizes, particularly	<ul style="list-style-type: none"> • Prioritize pedestrian and bicycle connectivity, especially within development nodes, and minimize vehicular

in development nodes; emphasizing continuity, connectivity and community character. Minimize crossings of streams and wetlands by local streets; use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity.

- traffic. Vehicular traffic should be directed to major east/west and north/south arterials, and local vehicular access within sites should be designed to reduce vehicular interaction with pedestrians and bicyclists.
- Encourage site specific design of vehicular access to promote pedestrian connectivity, to allow for pedestrian thru block connections, while emphasizing continuity, connectivity and community character.
- Within large sites, encourage organic forms of connectivity across the site, rather than static grids.
- Minimize crossings of streams and wetlands by local streets, prioritizing crossings for major arterials or green streets only, as needed to establish a practical and well functioning grid. Use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity.
- In instances where sites build more street and public infrastructure than is required based on the development's impact, those sites should be compensated and/or receive FAR bonuses to help offset the impact, otherwise this infrastructure will never be constructed.
- Allow staff discretion to review street improvements on a site-by-site basis through development review, and to grant deviations and alternate designs that are feasible to build.

Charlie Bauman
425-802-3352

From: Charlie Bauman
Sent: Thursday, September 14, 2023 7:38 PM
To: King, Emil A. <FAKing@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Cc: Jessica Clawson <jessica@mhseattle.com>
Subject: RE: Preferred map - Bel-Red RC-H-2 - Evergreen Center

Emil – how about a meeting on the 25th or 26th?

Charlie Bauman
425-802-3352

From: King, Emil A. <FAKing@bellevuewa.gov>
Sent: Thursday, September 14, 2023 3:41 PM
To: Charlie Bauman <charlie@guntowercapital.com>; Johnson, Thara <TMJohnson@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Cc: Jessica Clawson <jessica@mhseattle.com>
Subject: RE: Preferred map - Bel-Red RC-H-2 - Evergreen Center

Charlie,

When you're ready, please let us know when you'd like to meet, and we can go over our thoughts on the Preferred Alternative and address other questions you may have.

Thanks,
Emil King

From: Charlie Bauman <charlie@guntowercapital.com>
Sent: Thursday, September 14, 2023 3:35 PM
To: King, Emil A. <FAKing@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Cc: Jessica Clawson <jessica@mhseattle.com>
Subject: RE: Preferred map - Bel-Red RC-H-2 - Evergreen Center

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Thanks Emil. I will continue to be very involved in all the ways you mention below, and will likely ask for another meeting with you here soon.

Will you share what the decision process was to shrink the H-2 zoning around the 130th station? The original H-2 zoned area (including all of the Evergreen Center site) covered the sites within ¼ mile of the station. I was at the planning commission meetings and do not recall any conversation about reducing density within a ¼ mile of the stations. What I recall is that these were precisely the areas where density should be maximized.

I can understand the logic of down-zoning directly across from single-family neighborhoods, to allow for a transition, but that is not the case for most of Bel-Red. In my mind the 130th station area is precisely where maximum density should be focused seeing as it won't have a negative impact on single family zones and is within ¼ mile of light rail.

Additionally, so many of those parcels around the 130th station, including ours, are very geologically constrained by Goff Creek critical area, limiting buildable area. So even if these sites received the higher H-2 zoning, it would inevitably result in much less density than similar sites with H-2 zoning that are not constrained by critical areas.

Understanding your thought process will be very helpful. Regardless we will keep this conversation going.

Thanks for all the continued efforts!

Charlie Bauman
425-802-3352

From: King, Emil A. <EKing@bellevuewa.gov>
Sent: Wednesday, September 13, 2023 1:03 PM
To: Charlie Bauman <charlie@guntowercapital.com>; Johnson, Thara <TJohnson@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Cc: Jessica Clawson <jessica@mhseattle.com>
Subject: RE: Preferred map - Bel-Red RC-H-2 - Evergreen Center

Hi Charlie,

Thanks for check-in. Staff recommend following the Planning Commission process over the coming months and into next year. This may include attending meetings and/or sending in comments to the Commission and staff. Staff will also be engaging the BelRed stakeholder group (the one we attended a couple weeks ago) and are also happy to meet with you and a smaller group by request.

Thanks,
Emil King

From: Charlie Bauman <charlie@guntowercapital.com>
Sent: Monday, September 11, 2023 7:04 PM
To: Johnson, Thara <TJohnson@bellevuewa.gov>; King, Emil A. <EKing@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Cc: Jessica Clawson <jessica@mhseattle.com>
Subject: Preferred map - Bel-Red RC-H-2 - Evergreen Center

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

Emil, Thara, Gwen – I missed this map change the first time around as it relates to our Evergreen Center parcels between 130th and 132nd at 1830 130th Ave NE. In Alternative 3 the map called for the current RC-1 zones on our site to become RC-H-2 with up to 25 stories and the current RC-2 zones became RC-H-1 in Alt 3.

But then I notice that in the preferred map the RC-H-2 zone was shrunk and moved further south, leaving our entire 6-acre Evergreen Center site as 16 story RC-H-1. As I explained in my note below, the preferred map's RC-H-1 zoning with 4 FAR and 16 stories is identical to the zoning that is currently allowed under the existing RC-1 that the site already has.

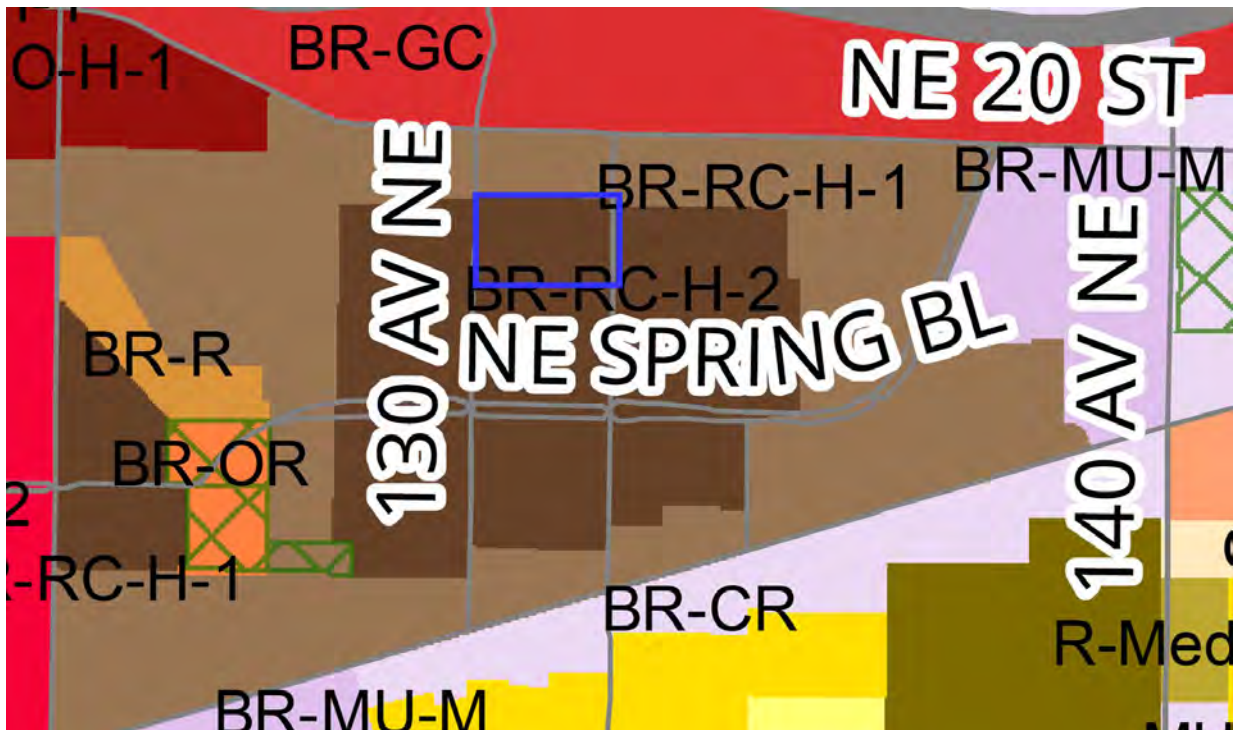
I know this is only the preferred map, and no decisions have been made, but I want to continue to flag this as a huge issue for the redevelopment of our parcel.

As we've been discussing for the past 2 years, our Evergreen Center parcel is greatly impacted by the Goff Creek critical area and the proposed street grid. Given these site constraints, increased density and height is absolutely critical if we are going to have any chance to get the amount of density needed to redevelop at some point in the future. If the ultimate comp plan results in our parcels being RC-H-1, then this will have amounted to zero increase in density from what exists today, and our prospects of redevelopment will be nothing.

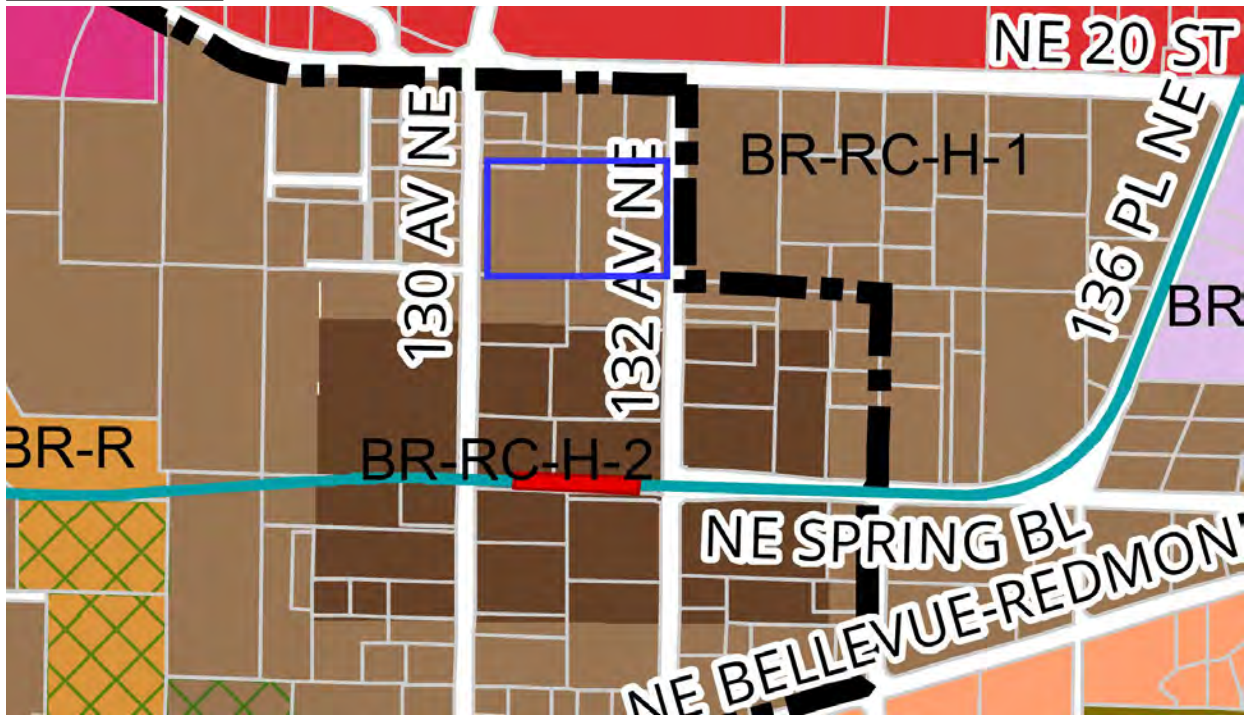
Question: What do you recommend is the best way to continue advocating to have our site become the RC-H-2 zone? This is absolutely essential and what we have been striving for these past two years.

Appreciate your continued help and guidance. Thank you.

ALTERNATIVE 3



PREFERRED LAND USE MAP



Charlie Bauman
 Guntower Capital
 425-802-3352

Charlie Bauman
 425-802-3352

From: Johnson, Thara <TMJohnson@bellevuewa.gov>

Sent: Wednesday, August 9, 2023 11:09 AM
To: Charlie Bauman <charlie@guntowercapital.com>; King, Emil A. <FAKing@bellevuewa.gov>
Cc: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: RE: Bellevue Chamber PLUSH Committee Meeting

Many apologies for the delay in responding. You are accurate in your assumptions that the RC-H-1 land use designation is essentially the same as our current RC-1 zone. As you have indicated below, the assumed density and height will be evaluated in more detail during policy development and ultimately the land use code amendment process to implement the Comprehensive plan land use map changes. Additionally, as you have mentioned in your email, early development in the nodes was achieving FARs less than 4.0. However, many of the recent residential developments in the 130th node more recently have been achieving FARs very close or equal to 4.0 FAR and it is expected that on average over the next 20 years development will average 4.0 FAR in the RC-H-1 areas.

Please let us know if you have additional questions.

Best Regards,

Thara Johnson



Thara Johnson

Comprehensive Planning Manager, City of Bellevue
tmjohnson@bellevuewa.gov | [425-452-4087](tel:425-452-4087) | BellevueWA.gov

From: Charlie Bauman <charlie@guntowercapital.com>
Sent: Wednesday, August 9, 2023 8:36 AM
To: Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <FAKing@bellevuewa.gov>
Subject: RE: Bellevue Chamber PLUSH Committee Meeting

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Hey guys – following up on my question below. Any insight you have is appreciated. Thanks!

Charlie Bauman
425-802-3352

From: Charlie Bauman
Sent: Wednesday, August 2, 2023 3:05 PM
To: Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <FAKing@bellevuewa.gov>
Subject: RE: Bellevue Chamber PLUSH Committee Meeting

Thanks for confirming. Might be a question for when we get to the land use code updates, but was any discussion given to the fact that the current RC zoning already allows up to 4 FAR and 150 feet? So the assumed RC-H2 zoning is really no different than what is already allowed.

A concern I foresee is that nothing has been built to the current zoning since it was implemented, indicating it really doesn't work and changes are needed.

Curious how this factored into the EIS scoping?

Thanks.

Charlie Bauman
425-802-3352

From: Johnson, Thara <TMJohnson@bellevuewa.gov>
Sent: Wednesday, August 2, 2023 2:48 PM
To: Charlie Bauman <charlie@guntowercapital.com>; King, Emil A. <FAKing@bellevuewa.gov>
Subject: RE: Bellevue Chamber PLUSH Committee Meeting

Good Afternoon,

Thank you for reaching out. In terms of assumptions for FAR associated with the Evergreen parcels which were designated as BR-RC-H-1; the assumed density was an average of 4.0 FAR.

If you have any additional questions, please do not hesitate to get in touch.

Best Regards,



Thara Johnson

Comprehensive Planning Manager, City of Bellevue
tmjohnson@bellevuewa.gov | [425-452-4087](tel:425-452-4087) | BellevueWA.gov

From: Charlie Bauman <charlie@guntowercapital.com>
Sent: Wednesday, August 2, 2023 8:27 AM
To: King, Emil A. <FAKing@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>
Subject: RE: Bellevue Chamber PLUSH Committee Meeting

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

Hi Emil and Thara – thanks for joining the Chamber meeting yesterday. I'm following you on your offer to share more site specific assumptions about what was studied in the DEIS. Will you please share what your density assumptions were for our Evergreen Center parcels? I know it is shown as the 16-story RC-H1, but interested for more specifics on FAR.

Thank you!

Charlie Bauman
425-802-3352

-----Original Appointment-----

From: Bellevue Chamber Events <events@bellevuechamber.org>
Sent: Monday, July 31, 2023 12:04 PM
To: Bellevue Chamber Events
Subject: Bellevue Chamber PLUSH Committee Meeting
When: Tuesday, August 1, 2023 3:00 PM-4:30 PM (UTC-08:00) Pacific Time (US & Canada).
Where: <https://bellevuechamber-org.zoom.us/j/83760938074?pwd=V2VyZGZEM2lFZktieHNHR0FBR2g3dz09&from=addon>

[Click here for the PLUSH meeting agenda.](#)

Hi there,

Gavin Haines | Bellevue Chamber is inviting you to a scheduled Zoom meeting.

[Join Zoom Meeting](#)

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Meeting URL: <https://bellevuechamber-org.zoom.us/j/83760938074?pwd=V2VyZGZEM2lFZktieHNHR0FBR2g3dz09&from=addon>

Meeting ID: 837 6093 8074

Passcode: 021595

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- +1 719 359 4580 US

Meeting ID: 837 6093 8074

[International numbers](#)

Skype for Business (Lync)

<https://bellevuechamber-org.zoom.us/skype/83760938074>

From: [Rousseau, Gwen](#)
To: [p johnston](#); [PlanningCommission](#)
Subject: Re: BelRed
Date: Thursday, December 14, 2023 8:55:50 AM

Thank you for sharing, Pam! Sounds like a wonderful idea.

Gwen

From: p johnston <pamjjo@msn.com>
Sent: Wednesday, December 13, 2023 9:15 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>; PlanningCommission <PlanningCommission@bellevuewa.gov>
Subject: BelRed

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I would love to have a parade to celebrate the cultural heritage of all of Bellevue. As part of the arts, floats capture our creative spirit while standing shoulder to shoulder with our neighbors

From: [Rousseau, Gwen](#)
To: [Tsang Lim](#)
Subject: RE:
Date: Friday, December 15, 2023 12:53:00 PM
Attachments: [image001.png](#)
[image003.png](#)
[image002.png](#)

Hi Tsang,

Did you mean to ask about 13900 and 13010 **NE 20th** Street shown in the screen shots below? If so, the name of the designation may change to better align with citywide land use designations. However, no changes are being proposed to the general intensity of development permitted on those parcels as they fall outside of the ½ mile walksheds of both the BelRed/130th and Overlake Village light rail stations. The current Comprehensive Plan land use designation and zoning classification for the parcels is BR-CR BelRed Commercial Residential, which has a Base FAR of 1 and a Base Height of 45 feet. With participation in the FAR Amenity Incentive System, development could reach a Max FAR of 2 and Max Height of 75 feet. Recent development that has occurred within that zone includes [Hyde Square Apartments](#) located on the northwest corner of NE 20th Street and 156th Ave NE.





Hope that helps.

Thanks,
Gwen

-----Original Message-----

From: Tsang Lim <tsangwlim@gmail.com>
Sent: Friday, December 15, 2023 11:23 AM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject:

[You don't often get email from tsangwlim@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Hi Gwen,

Seems that you might be in a poor reception area. I would like to verify with you the zoning of the property below under the new comp plan

Address: 13900, 13910 Northup Way, Bellevue.

It's an existing retail, we are contemplating an acquisition, so would like to verify zoning.

It's not urgent, you can reply when you are back to the office. Appreciate your help as always.

Have a great weekend!

Sent from my iPhone

From: [Nicole Myers](#)
To: [Loewenherz, Franz](#); [PlanningCommission](#); [TransportationCommission](#)
Subject: Bike Bellevue - could group walks provide more detailed feedback?
Date: Wednesday, December 6, 2023 2:36:06 PM

You don't often get email from nicolemikomyers@gmail.com. [Learn why this is important](#)

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Hello,

I looked at the comments which were provided on the Bike Bellevue feedback site, and I think there were some gaps in the on the ground understanding of the spaces in question. I think this is partly because the extensive nature of the project made it hard to focus on each area, and I think it would really be nice to have an in-person meetup to walk along each project site and hear suggestions. See location specific comments below for an example of the information that I hope would be discussed. I've done my best not to reiterate comments that were previously included, but just going by memory since the [bikebellevue.konveio.com](#) link is no longer working (is this data going to be publicly accessible in another form?).

I think that the Konveio comments had many good ideas for bike safety, but in many cases determining a good route would really need more information than people seemed to have at hand. Some of the items I would consider:

- overlay map with current bus stops (and East Link Connections bus routes)
- Strava heatmap
- overlay map showing density of driveway entrances (on each side of street) and traffic volumes on those driveways
- intersection peak volumes
- feedback from heavy vehicle operators who might be accessing future construction sites about their likely routes (e.g., many parking structures will be built below-grade, requiring significant excavation), and narrowed 10-10.5' lanes seem small for the bigger trucks
- plans for lane closures and ped/bike/car prioritization as towers are built right up to the side of the road

- elevation/slope depictions
- predicted changes in worker/resident density in different growth scenarios
- maps showing current/recent number of lanes as reduced for construction/road work
- LTS map showing existing bike routes and shared roadways
- safety data from accidents
- parking impacts and retained parking spots
- Curb Management Plan

Of course, many of these items are included in the project documents or otherwise publicly accessible, but since it takes more legwork to incorporate these considerations, I think it is hard to expect individual commenters to provide commentary on the big picture.

In general, for projects like this, we should have ped, bike, car, transit, and freight representatives/advocates. Do we have all those stakeholders advising the Transportation Commission now, and is there a chance for them to hear each other?

BKRcast traffic models seem to depend on 30% WFH to arrive at the same amount of car traffic as we had in 2019, but this is not guaranteed and may not be evenly distributed throughout the week. Also, VMT per capita is only expected to decrease from 32.2 to 27.5 in a 30% WFH scenario.

From page 184 of 353, it appears that the Urban Core Corridor performance target is 20% of the posted speed limit. Also, how likely is it that this metric will be affected by changes to speed limits?

For the purposes of the HCM Intersection Capacity analyses, such as on page 205 of 353, what do the LOS standards (A, C, D, E, etc) correspond to?

Many of the details are clearly subject to change since Bike Bellevue has such a significant scope, and conditions on the ground have already changed in many locations since this effort began, but I hope we can get more involvement from neighbors who travel along

these streets frequently to improve our designs and budgeting. For instance, I'm expecting a C curb on Second Street to get moved half a lane over, but that's not listed on the budget, and no budget for Corridor 11 is included at the end of the document.

Location specific comments:

Lake Washington Boulevard:

This corridor has the potential to reduce a lot of cyclist stress, and removes no car travel lane capacity, though parking spots are affected. It will span the gap in the future Meydenbauer Bay Park perimeter, where travel through the park is an implausible alternative due to the elevation difference near the water. In the renderings, this appears to leave unused space between the bike lanes and the curb, but there are actually two curb bump outs for fire hydrant protection on either end of the parking segment, so there is not much more room for the bike lanes to be located away from the roadway. There is also a low point in the middle of the parking section, where steps lead to the Whaler's Cove Condos, and a grating here may need to be replaced to ensure that narrow bicycle wheels aren't caught.

100th, South end

This segment is important for connecting Meydenbauer Bay Park and Downtown Park, and providing a protected uphill connection from the Lake Washington Boulevard bike lanes to the bikeway along First/Second.

This map was not updated with the current curb status near the new 100 & Main building, so it may be helpful to know that there is an attractively landscaped curb bulb along the northbound lane for the first ~20 feet, and this transitions to a 15 minute loading zone. If sharrows are placed near that curb bulb, it will be important to maintain visibility across the corner, since cars turn right from Main to 100th pretty fast. There will also be more cars turning through this segment of roadway if Second becomes a one-way street for cars. The sidewalk is wide, but household-sized trash bins may be placed out for pickup, and since this building is small, it may not have on-site staff that would bring them in promptly.

In the loading zone section, taking the loading zone would give cyclists a protected uphill so that they don't slow cars down, but I think this has an extremely high chance of being blocked by delivery drivers parked illegally in the bike lane. There is also a 2 hour parking area on Main in front of Hedge and Vine, not too far away, but it would be hard for a truck driver to reach it without looping back through the Main St traffic, and these spots are often full.

There is also a segment along the AMLI Bellevue Park building that currently offers 2 hour parking, with another bulb out after it. Cyclists riding here are likely to cross to the uphill corner, where there is the start of the multiuse path for cyclists heading north and the start of the two-way bikeway along Second. It is interesting that this 2 hour parking is marked as "Not Removed" on page 46 of 353.

NE First and Second

The parking lot entrance for Inspiration Playground at Downtown Park is a high traffic area, and cars traveling one-way on First Street will have to turn left across the two-way bike path. It may be good to have a signal to alert cyclists to turning traffic. Any car backups could fill the street back to 100th quite quickly.

The deciduous trees along the park will make this a very pleasant place to ride, but increase the importance of keeping access open for street cleaners.

Trash dumpsters in front of Molly Moons often block the sidewalk on that side, but fortunately the sidewalk on the park side is very nice and separated from the proposed bike path. There is already a pedestrian crossing with lights toward the west end and a pedestrian crossing zone with good visibility and polite drivers at the intersection with 102nd.

Delivery trucks already park on the south side of the street, so this is no change for them.

Farther along Second Street, the future Park Row building seems likely to have a construction site that will at least block the sidewalk, and the future parking garage entrance will require cars and delivery trucks to cross the two-way bike lane (no building access from Bellevue Way). Since this is a ~150 unit building, garage ceilings are high and there is loading zone space inside, iirc.

The bikeway will split into bike paths as it crosses Bellevue Way, presumably with signals to reduce conflicts between eastbound bike and car traffic that would be mixing in the intersection. Cars heading west would cross a bike lane whether turning right or left, but without a need for a lane traveling straight west, there will be more room for the bike lanes, potentially without using the parking area that Avalon is using for their trash container pickup.

East of Bellevue Way to 106th, the Curb Management Plan envisions Second as a street with transit movement. The whole length of the First Street and Second Street segment of Bike Bellevue is shown as a priority area for "Access," such as trash pickup and loading zones. Much of Second Street East of Bellevue Way is shown as having parking prioritized on one side of the street, now and in the future. The "Place" designation is not used for Second Street, but it could be really nice to have parklets and plazas along a good bicycle route. Figure 26 of the CMP appendix shows this route as a LTS 3 goal, which is what we have right now (according to page 9 of the Design Concepts Guide), while Bike Bellevue intends to make it LTS 1.

Between 105th and 106th, the 200 Plaza and 201 106th Ave buildings are proposed to have a combined 360 units, and construction seems likely to interfere with the west-bound bike lane. Half of the garage parking and the alley access to the buildings would turn through the bike lane, with the 201 106th building also dedicating space for road widening and frontage improvements. Some of the parking shown across the street on the Curb Inventory Map of the CMP appendix has already been eliminated.

More construction is planned between 108th and 110th; the Main Street Place

development is expected to add a significant amount of office and retail on the south side of the street, as well as at least 342 housing units, probably more. On the north side of the street, the Silver Cloud Bellevue Hotel is too early in the planning process to have information about garage entrances available, but it seems likely that it may bring many drivers who are unfamiliar with the area.

From the CMP appendix, it is also notable that off-street publicly accessible parking inventory is relatively limited all along Second Street. This is likely to improve once some of the new developments have been built, but there are also areas with parking shown as "Removed" on page 46 of 353, right next to some of the new buildings.

Bel-Red

I was very surprised to see that the Bel-Red route is expected to increase area residents' access to schools. I am particularly concerned about future residents who might make significant decisions about where to live based on a theoretical bike lane that they see on a map of our bike network. It seems unfair to present this as a low stress ride when there will inherently be conflicts with driveways and serious traffic.

It would have seemed to me that a long-term improvement in this area would be to increase the frequency of the bus service, keep two travel lanes in each direction (with the assumption that the buses will have more passengers loading and cars may need to pass them), and make traffic calming design changes on all the smaller streets that connect, so that riders can walk/bike to a bus stop quickly and safely and have reliable transit service along the arterial. I know that it would be more costly to provide frequent buses, but as this area is built out, I think it will be hard to keep traffic flowing with only a single lane in each direction, and the three different treatments (curb extension, Type C curb, crossing island) that will be used around certain bus stops to prevent unsafe passing also could mean that traffic won't be able to move faster than the buses in the future. Most stopped buses in this scenario will be blocking the bike lane too, and page 96 of 353 states that buses and bikes should be fully separated when there are more than 4 buses per hour, a mark Bel-Red might meet in the not so distant future.

Thanks for your time,
Nicole Myers

From: [Charlie Bauman](#)
To: [PlanningCommission](#)
Subject: Comment for 12-13-2023 meeting
Date: Monday, December 11, 2023 12:05:06 PM
Attachments: [Agenda Memo.pdf](#)
[Transportation Sub-Area plan - 12.13.2023 meeting.pdf](#)
[Bel-Red Subarea Plan - proposed changes - 2023.docx](#)

You don't often get email from charlie@guntowercapital.com. [Learn why this is important](#)

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Hello. I previously sent this note to Emil but want to submit as a comment as well since I won't be able to attend the meeting in person:

I was reading through the agenda and strike draft for this week's Planning Commission meeting and have a couple questions/comments.

1. Street grid flexibility – you note in the agenda that the Transportation Commission provided direction in the November 9th meeting, and central to that feedback was the need for flexibility in the street grid. The agenda also says that the Transportation Commission's feedback was incorporated into the strike draft but the policies, specifically S-BR-56, look unchanged.
 - a. **Question: will you please point out how you revised the policies to incorporate this flexibility?**
 - b. If the intent is that the flexibility comes through “development review” then I think it is essential to add further clarification that staff/reviewers are encouraged to approve alternate street improvements on a site-by-site basis when the proposed street improvements are 1) supported by third-party transportation studies; and 2) necessary to allow for a feasible project. I really think we need to be explicit here in pushing for flexibility otherwise staff will struggle to review proposals that have alternate designs, even if those alternates are logical and necessary.

2. Critical areas – the agenda notes that the critical area code update is not part of the comp plan process. When the update does happen it will involve a thorough review of current best available science. Because these updates are not yet known, the Bel-Red policies should remain sufficiently broad when it comes to anything critical area related, to allow for flexibility based on what the updated critical area code/best available science ends up saying. For example, the Transportation Policy S-BR-56.b notes that stream crossings should be minimized, and that only one is planned. I am fine with this note in general, so long as other stream crossings can still be approved through Development Review.
 - a. On our Evergreen Center site for example, it is very likely that we will be proposing an alternate street grid that connects 130th with 132nd across Goff Creek, even though a Goff Creek crossing is not currently planned. I have also discussed this with Mark and Molly already, and they like the concept but acknowledge that the comp plan street grid needs to first change to allow their review to occur. Any proposal we submit will

be fully supported with best available science on the Goff Creek critical area, and will be a part of our larger Goff Creek on-site mitigation efforts. I understand that it will be a long process to study this alternate and work with staff to ultimately approve, but I just want to confirm that the Bel-Red policies will not prohibit this outright before we even begin.

- b. **Will you please confirm that the intent of the Bel-Red policies is to be flexible enough to allow alternate proposals such as this to be reviewed and approved if feasible?**

Thanks as always. Look forward to continuing this conversation.

Best.

Charlie Bauman

Guntower Capital

425-802-3352



Bellevue Planning Commission

December 13, 2023

PLANNING COMMISSION STUDY SESSION ITEM

SUBJECT

BelRed Look Forward: Overview of Policy Changes Related to Land Use, Housing and Urban Form and Cultural and Community Connections including Transportation in the BelRed Subarea Plan.

STAFF CONTACTS

Emil King AICP, Planning Director, 452-7223
Gwen Rousseau AICP, Senior Planner, 452-2743
Community Development

POLICY ISSUES

As part of Bellevue's Comprehensive Plan Periodic Update, the BelRed Look Forward planning initiative will amend the existing BelRed Subarea Plan and the Comprehensive Plan Future Land Use Map. These amendments will consider how BelRed's future is a key component in implementing the citywide growth strategy for housing and jobs for the next 20 years.

In this study session, staff will share preliminary key policy moves related to *Land Use, Housing and Urban Form* and *Cultural and Community Connections* including Transportation within BelRed.

This study session is one of a series of Planning Commission study sessions intended to lead to a Planning Commission recommendation to the City Council for a Comprehensive Plan Amendment (CPA).

DIRECTION NEEDED FROM THE PLANNING COMMISSION

ACTION



DIRECTION



INFORMATION ONLY



BACKGROUND/ANALYSIS

Planning Commission Questions and Feedback

The first Planning Commission study session on key policy moves for BelRed held on September 27 focused on *Open Space and Natural Systems*. For each of the key policy moves discussed, staff received the following questions and direction from the Commission to consider:

PARKS AND OPEN SPACE EXPANSION

- Commissioners asked about the City's open space target for BelRed, and whether having more equitable access to parks across the city was a City goal.

The Parks and Open Space System Plan is a functional plan which implements the goals and policies contained within the Parks Element of the Comprehensive Plan. A primary goal of the City's [Parks and Open Space System Plan](#) is to create a geographically and equitably dispersed system of park and recreation facilities that are within walking distance of all Bellevue residents. This is a citywide goal and will be reflected in Volume 1 of the Comprehensive Plan. An analysis of "Walkable Access Service Area,"

measuring the percentage of households within 1/3 mile of a park or trail access point, found that the neighborhoods of Factoria (10 percent), BelRed (32 percent), Newport (39 percent), and Wilburton (40 percent) were ranked the lowest of all Bellevue Neighborhood Areas as they had the largest gaps in access. These neighborhood areas, plus six others, displayed deficiencies significant enough to prioritize the acquisition and development of new neighborhood park sites. An extensive new system of neighborhood and community parks, restored natural areas, and trail systems is envisioned for BelRed as shown in both the BelRed Subarea Plan Figure S-BR.3, Tables 2 and 3, and the [BelRed Park, Trail and Open Space System Plan](#).

Mechanisms for funding the acquisition and improvement of parks, trails and open space within BelRed need to be of sufficient strength to match the City's robust goals for BelRed and achieve the vision of a comprehensive and connected park, trail and open space system. To date, existing funding mechanisms have failed to keep pace with rising land values resulting in few park acquisitions and/or improvements. Exploring new funding mechanisms that remain robust over time could help close this gap resulting in greater funding support to achieve the City's park, trail and open space goals for BelRed and thereby increase the percentage of BelRed households within 1/3 mile of a park or trail access point.

- Commissioners also noted that collaboration and partnerships with private development are critical to achieving the City's park and environmental goals.

SURFACE AND STORMWATER PLANNING

- Commissioners requested more information about how the City's critical area buffers and building setback distances are determined.

Surface water, or streams, are regulated by the City's critical areas ordinance found in [Part 20.25H](#) of Bellevue's Land Use Code. Stream buffers and structure setbacks are established in section [20.25H.035](#). As noted in the Washington State Department of Commerce's [Critical Areas Handbook](#), [RCW 36.70A.172\(1\)](#) requires counties and cities to include the best available science in developing policies and development regulations to protect the functions and values of critical areas. During the City's 2005 Critical Areas Update, a review of Best Available Science (BAS) was conducted including a specific review of BAS related to streams.

Updates to Bellevue's Critical Areas Ordinance are not part of the Planning Commission's legislative work program in 2023 or 2024. However, updates to the BelRed Land Use Code, including regulations related to impervious surface and lot coverage calculations that exclude critical areas could be considered during the Land Use Code Amendment process.

- Commissioners also expressed a desire to see development preserve and protect natural features wherever possible versus pay a fee-in-lieu.

CLIMATE CHANGE RESILIENCE

- Commissioners asked about the amount of existing tree canopy in BelRed.

The City of Bellevue's recent [2021 Tree Canopy Assessment](#) published in 2023 found that with 14 percent coverage, BelRed ranked 15 out of Bellevue's 16 neighborhood areas for having one of the lowest percentages of tree canopy coverage (only Downtown Bellevue was lower with 10 percent tree canopy coverage). It was also noted that between 2011 and 2021, BelRed witnessed a two acre decrease in tree canopy, while there was, however, an increase of three acres of tree canopy between 2019 and 2021.

Noting that trees can play a large role in improving public health by improving air quality, reducing temperatures, and addressing climate change, the most-recent Tree Canopy Assessment recommended

considering socio-economic factors and environmental justice considerations in addition to low canopy coverage when identifying areas with the greatest need for canopy expansion. The report also noted that the City could acquire parcels for public use as part of redeveloped neighborhoods to be used as carbon sinks to address community access to nature, climate, human health, and equity.

The Assessment report also analyzed tree canopy along stream corridors noting that trees planted in these areas can protect water quality by mitigating storm-water runoff that may otherwise carry unhealthy pollutants (such as nitrogen, phosphorous, and suspended sediment) into surface water bodies. Additionally, trees planted along streams provide shade, which in turn reduces water temperature to protect the aquatic ecosystem of endemic fish and reptile species. The Assessment report noted that to comply with the recommendations of the Shoreline Management Act, Bellevue should seek to increase its tree canopy coverage along water bodies to nearly 100 percent to protect its natural resources for future generations.

The Assessment report listed a suggested urban tree canopy goal for commercial and mixed use areas based on the best practice recommendation from the American Forests 2007 Tree Canopy Assessment report of 25 percent tree canopy coverage. However, it was noted that further analysis of goals is needed to determine relevance for Bellevue in terms of community character, feasibility, and desirability.

- Commissioners also noted that incentives must be large enough to motivate provision of amenities such as green building.

HOLISTIC AND HIGH PERFORMANCE IMPLEMENTATION

- Commissioners recommended the City look for ways to utilize new technologies to achieve more with less.
- Commissioners agreed the City must maximize multiple objectives; yet they also noted it is important to recognize tradeoffs and determine our priorities.

Relationship to Environmental Review

The Planning Commission recommended a Preferred Alternative for study in the Final Environmental Impact Statement (FEIS) that was reviewed by City Council. The FEIS will expand on and refine the work to date to inform the Planning Commission's recommended growth strategy in the spring, including policies and land use designations for the BelRed Subarea.

POLICY UPDATE PROGRESS

This study session focuses on preliminary policy updates related to *Land Use, Housing and Urban Form* and *Cultural and Community Connections* within the BelRed Subarea Plan (Attachment A). This includes policy changes in support of Land Use, Housing, Urban Design, Arts and Culture and Transportation goals.

LAND USE, HOUSING AND URBAN FORM

Land Use

The land use vision for BelRed articulated in the BelRed Subarea Plan includes:

- *A thriving economy: Bel-Red will be home to major employers, types of businesses and employment sectors unique to this part of Bellevue, and services that are important to the local community.*
- *Vibrant, diverse and walkable neighborhoods: Bel-Red will contain a broad range of housing types to meet the needs of a diverse population of varied income levels. Neighborhoods will have*

a pedestrian friendly and walkable character, with convenient access to shopping, jobs, and community amenities, and will also be well connected to the larger city and region.

Proposed policy amendments provide additional guidance to cultivate a unique economic niche for BelRed and to support development of creative mixed use districts. Proposed policy updates related to neighborhood districts call for supporting business clusters within different centers and remove specific language in the subarea plan related to height and floor area ratio (FAR).

Updates also support provision of a range of diverse residential and supportive uses within each neighborhood district to create welcoming and inclusive neighborhoods and to reduce greenhouse gas emissions.

Finally, proposed policy updates create greater capacity for housing than what exists today, in addition to increased capacity for office, retail, and medical office development. Proposed updates to the BelRed Land Use Plan map extend the geographic extent of nodal land use designations, increase maximum heights and FAR in proximity to light rail, and increase the amount of area designated with a residential emphasis.

Reclassifying the relationship between land use designations and zoning districts is also being considered. Discussion on future land use designations and policies will continue after the FEIS publication. Policy moves being brought forward today are high-level policy guidance that could apply under any of the growth alternatives studied as part of the EIS. The intent of all policy updates is to support subsequent implementation including amendments to the BelRed Land Use Code found in [Part 20.25D](#).

Housing

Housing affordability is a key component of the BelRed Subarea Plan. As indicated in the vision statement above, BelRed will include a range of housing options across unit types and affordability levels. Proposed housing policy updates provide additional guidance on supporting a diverse and growing population within BelRed, and contributing to a vibrant, inclusive, and sustainable community.

The Planning Commission recommended for further citywide study in the FEIS of both mandatory and voluntary affordable housing approaches. The FEIS will provide an opportunity to examine, at a citywide policy level, how mandatory affordable housing requirements compare to voluntary provisions when development potential is increased. Further discussion on affordable housing within BelRed will occur after publication of the FEIS.

Urban Form

In addition to *walkable, mixed use neighborhoods*, the BelRed Subarea Plan envisions BelRed as having a unique sense of place that is different from Downtown in terms of its historic context, scale, and focus on the arts. Proposed policy updates work to strengthen BelRed's identity and build a strong sense of belonging to ensure everyone feels invited and inspired within BelRed.

CULTURAL AND COMMUNITY CONNECTIONS

Arts, Culture and Creativity

Staff propose an expansion to the BelRed vision statement related to arts and culture, calling for BelRed to be a unique artistic and creative destination that provides a one-of-a-kind cultural experience, featuring a thriving arts and creative community. Proposed policy updates related to arts and culture include:

- Growing community capacity,
- Building greater recognition of the BelRed Arts District,

- Securing long-term affordable arts and cultural space; and
- Creating opportunities for diverse participation in arts, cultural, and creative experiences.

Growing community capacity to organize, lead, and mobilize resources would strengthen BelRed’s identity as a creative district and help achieve community objectives. Increasing the visibility of the arts would also help build regional recognition of the BelRed Arts District. Securing long-term affordable arts and cultural space would help maintain BelRed’s robust community of creative businesses and address displacement impacts from new development. Finally, creating opportunities for diverse participation in arts, cultural, and creative experiences would create a learning environment where everyone feels welcome and encouraged to convene, collaborate, and innovate.

Transportation

The BelRed Subarea Plan envisions a multi-modal transportation system that provides convenient access and short travel times within and outside of the corridor. While several policies in the BelRed Subarea Plan will continue to provide support and direction for years to come, amendments to other policies are needed due to changed circumstances. Also, some policies are recommended to be repealed because the policy topic is covered elsewhere, or because the policy is no longer needed since the project or implementation strategy to which it refers is complete.

Attachments B and C contain the existing BelRed Subarea Plan transportation policies along with the staff recommendation to retain, to repeal, or to amend that policy, together with a brief explanation. On November 9, the Transportation Commission reviewed and provided input to draft transportation policy amendments that is reflected in the attachments. Their recommendation and transmittal will be shared with the Planning Commission in the spring.

SCHEDULE & NEXT STEPS

Following these study sessions, staff will provide opportunities for the community to learn about the work to date and provide feedback on key policy moves through Engaging Bellevue and an in-person Open House in January 2024. The full draft of BelRed Subarea Plan policy amendments that staff will bring to the Planning Commission in spring 2024 will be informed by several feedback streams, including board and commission direction, community input, and the FEIS analysis (the FEIS for the Comprehensive Plan Periodic Update is targeted for release in Q1 2024).



ATTACHMENTS

- A. The BelRed Subarea Plan

- B. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Strike underline version)
- C. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Clean version)

Attachment B. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Strike underline version)

Key			
	Repealed Policy		New Policy
	Modified Policy		Retained Policy

Policy #	Policy/Action (New , Deleted, Retained)	Reason for Change/CPPs/Notes
S-BR-51	Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system-network consistent with Figure S-BR.2 (map of system improvements) , that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region.	<p>Project lists and maps are not part of Subarea plans (as they once were). This is primarily due to changing circumstances that may modify a project description, remove a project or add a project – each of these circumstances would require a Comprehensive Plan amendment.</p> <p>Project concepts are listed in the Transportation Improvement Program (2023-2028 TIP, Resolution 10101, updated annually) and the Transportation Facilities Plan (2022-2033 TFP, Resolution 10112) is updated every several years.</p>
S-BR-52	Incorporate natural drainage practices and other opportunities to enhance the natural environment into transportation projects where appropriate, effective and feasible.	Redundant with citywide policy in Volume 1.
S-BR-52-D	Discussion: Transportation projects may include significant opportunities for environmental enhancements, such as improvements in stormwater management or removal of existing fish passage barriers.	Discussions incorporated into preceding narrative.
S-BR-53	Identify and preserve necessary rights-of-way for the transportation projects identified in this Plan by ensuring that proposed site and building development plans are compatible with the planned transportation system. (See Table BR-1, Bel-Red Transportation Project List.)	<p>Transportation Element, policy TR-53 provides citywide direction.</p> <p>Transportation projects are listed and described in the Transportation Improvement Program (TIP) and the Transportation Facilities Plan (TFP)</p>

Attachment B. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Strike underline version)

Policy #	Policy/Action (New , Deleted, Retained)	Reason for Change/CPPs/Notes
S-BR-54	Design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to citywide and regional travel demand.	The design of arterials and local streets is provided for in the citywide <u>Transportation Design Manual</u> . BelRed-specific design components are included in the <u>BelRed Streetscape Plan</u> (This is Appendix B to the Transportation Design Manual). BelRed Street Development Standards are in the Land Use Code 20.25D.140.
S-BR-55	Extend and expand <u>NE 16th Street/Spring Boulevard</u> as a multi-modal corridor that includes vehicular, high capacity transit, and non-motorized travel modes to serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces, and environmentally sensitive design features.	In the BelRed Subarea Plan (2009), this arterial was given the generic name of NE 16th Street. The City Council changed the name of the arterial to Spring Boulevard in March 2014. The next and last segment of Spring Boulevard to be complete is between 124th Avenue NE and 130th Avenue NE.
S-BR-55-D	Discussion: The expansion of NE 16th Street is a lynchpin project for Bel-Red. The extended corridor will be the key east-west arterial connection, tying together much of the new Bel-Red land use. It is also the City's desired location for light rail and high-capacity transit, and for major new pedestrian and bicycle access across the Bel-Red area. The vision for the corridor is ambitious, incorporating all these transportation modes, and including a "linear park" series of open spaces spanning the corridor. These improvements will be designed in a manner that protects wetlands and other critical areas, and to the extent feasible, incorporates natural drainage practices and other elements of environmentally sensitive design.	Discussions incorporated into preceding narrative.
S-BR-56	Develop <u>Provide for</u> local streets <u>through development review</u> to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, connectivity and community character. Minimize crossings of streams and wetlands by local streets; use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity.	Policy reinforces provisions for Local streets in BelRed that are established in the Land Use Code, BelRed Street Development Standards (BCC 20.25D.140) S-BR-56 is two separate policies because there are two policy topics.

Attachment B. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Strike underline version)

Policy #	Policy/Action (New , Deleted, Retained)	Reason for Change/CPPs/Notes
S-BR-56	Minimize crossings of streams and wetlands by local streets; use <u>and provide for</u> environmentally friendly pedestrian and bicycle crossings where needed to provide for local connectivity.	Separate policy to provide for ped/bike crossings of streams that are not on streets. One new street crossing is anticipated, Spring Boulevard between 124th Ave NE and 130th Ave NE.
S-BR-57	Encourage developers to provide garage and service vehicle access via local and secondary streets and alleys. Limit access points rather than along arterial streets.	There are no “secondary” streets or “alleys” defined in the BeRed Subarea Plan or the Land Use Code. Policy intent is to encourage the private sector to develop vehicle access to their new buildings from local streets because arterials have multiple active transportation functions where vehicle access could conflict with active transportation users. This policy intent is implemented through a provision of the Land Use Code (BCC 20.25D.140). This policy intent is also addressed citywide in the Transportation Element, policy TR-60.
S-BR-58	Work with the Washington State Department of Transportation to improve connections to State Route 520 by completing the interchange at 124th Avenue NE, to allow access to and from the east, and to design the project to minimize impacts to adjacent residential neighborhoods.	
S-BR-59	Design Bel-Red arterials and local streets in a manner that contributes to community character, open space, and environmental enhancements.	Design covered by the <u>BelRed Streetscape Plan Appendix B to the Transportation Design Manual</u>
S-BR-60	Include <u>Access, Placemaking, and Storage uses on-street parking</u> where it <u>they</u> contributes to the pedestrian environment and other elements of the desired neighborhood character <u>consistent with the Curb Management Plan</u> .	On-street parking in BelRed is required on certain streets as defined in the Land Use Code (LUC 20.25D.140.E). On-street parking in BelRed is a component of the Curb Management Plan. In the MAPS curb typologies, on-street designation is slightly more extensive on local streets than the Land Use Code.
S-BR-61	Incorporate public access where appropriate and environmental restoration components, such as removal of fish passage barriers and the creation of wildlife passages, in the design and development of roadways that intersect stream corridors.	Move to Transportation Element, <i>Environmental Considerations</i> section, as this policy is applicable citywide. This policy direction also exists in the Environment Element, policy EN-67.

Attachment B. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Strike underline version)

Policy #	Policy/Action (New , Deleted, Retained)	Reason for Change/CPPs/Notes
S-BR-62	Include pedestrian and bicycle facilities in the design of arterials and local streets.	Policy is implemented through the <u>Pedestrian and Bicycle Transportation Plan</u> , the <u>Mobility Implementation Plan</u> , and the BelRed Streetscape Plan.
S-BR-63	Improve pedestrian connectivity and the quality of the pedestrian environment with a <u>comprehensive complete and connected</u> sidewalk and trail system, including through- block pedestrian connections, and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.	Specific pedestrian amenities are determined in the context of public projects and private development to address the needs of specific situations. Policy that lists components is not necessary. BelRed Subarea Design Guidelines in the Land Use Code (BCC. 20.25D.150) provide narrative guidance and illustrative examples.
S-BR-64	Develop a multi-use trail system throughout the Subarea that provides both local and regional connections, including major non-motorized facilities along the extended-NE 16th Street <u>Spring Boulevard</u> , along the West Tributary of Kelsey Creek and other stream corridors, and incorporating the planned regional trail along the BNSF railroad regional <u>Eastrail</u> corridor.	NE 16 th Street is now NE Spring Boulevard.
S-BR-65	Develop multiple access points to the planned BNSF corridor multi-use trail <u>Eastrail corridor</u> .	BNSF corridor is now Eastrail
S-BR-66	Provide grade-separated road crossings of the proposed trail system along the West Tributary of Kelsey Creek, and of other separate trails where feasible.	Spring Boulevard across the West Tributary (between 124 th Avenue NE and 130 th Avenue NE) will be a bridge structure that will accommodate a trail along the creek below, as well as facilities for pedestrians and bicyclists on the bridge itself. Other trail locations suitable for grade-separation have not been identified.
S-BR-67	Work with King County Metro and other <u>transit service</u> providers to serve emerging new land uses ensure the light rail stations in the Bel-Red Subarea are well connected by bus and shuttle services, and to connect to and support future light rail or alternative forms of high capacity transit, including: a. Enhance conventional transit service throughout the Bel-Red Subarea; b. Provide a level and type of service that, to the extent feasible, emulates high capacity transit in future light rail station areas, as an	Specific emphasis added to BelRed for bus connections to light rail. Collaboration with transit service providers is thoroughly covered in citywide policy. Transportation Element: TR-67, TR-69, TR-70, TR-71, TR-72, TR-73, TR-77, TR-80, TR-81, TR-82, TR-83, TR-87, TR-89, TR-94, TR-96, TR-98, TR-103.

Attachment B. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Strike underline version)

Policy #	Policy/Action (New , Deleted, Retained)	Reason for Change/CPPs/Notes
	interim measure in advance of light rail operations; and c. Provide transit feeder service from other Bellevue neighborhoods into transit-oriented development nodes at future light rail stations.	
S-BR-68	Work with Sound Transit to realize the City's preferred light rail route, alignment and station locations, as shown in Figure S-BR.2. Support the development of light rail stations in the vicinity of Overlake Hospital Medical Center, 122nd Avenue NE/NE 16th Street, and 130th Avenue NE/NE 16th Street.	Dated – complete.
S-BR-69	Include transit supportive improvements, such as transit shelters, wayfinding signage, and other features through a combination of public investments and a regulatory framework applicable to private development.	Mobility Implementation Plan (Resolution No. 10085) identifies components at and near bus stops intended to support transit rider comfort, access and information. These components may be implemented through private development or in partnership with transit service providers.
S-BR-70	Work with Sound Transit to determine the need for a future light rail maintenance facility in Bel-Red, and if needed, to locate it where compatible with planned land uses and transportation facilities and services.	Dated – complete.
S-BR-71	Implement a transportation demand management program to reduce Bel-Red single-occupancy trip demand, and increase the share of trips utilizing transit, carpools and vanpools, and pedestrian and bicycle options.	Transportation Demand Management policies for citywide application are included in the Transportation Element, policies TR-8 through TR-19.
S-BR-72	Support the development of a Transportation Management Association in the Bel-Red Subarea to assist employers in providing commute options for employees.	
S-BR-73	Manage the parking supply and consider establishing maximum parking requirements to encourage the use of transit, car/van pool, and non-motorized commute options.	Parking requirements in the Land Use Code have changed over time, particularly in areas that are well supported by transit. This policy would support the continued analysis and evolution of parking requirements.

Attachment B. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Strike underline version)

Policy #	Policy/Action (New , Deleted, Retained)	Reason for Change/CPPs/Notes
S-BR-74	Promote the development and management of parking supply to encourage the use of transit, car/van pool, and non-motorized commute options, recognizing that in areas with compact, transit-oriented design, a surplus of parking and/or poorly designed parking detracts from the pedestrian environment and the ability of the area to maximize travel choices.	Parking supply, including bicycle parking, and the design thereof is a provision of the Land Use Code (BCC 20.25D.120).
S-BR-75	Develop and implement strategies to minimize neighborhood cut-through traffic associated with Bel-Red development. Monitor the outcomes of these efforts and make adjustments as needed to ensure their effectiveness.	Neighborhood traffic issues and concerns are addressed at a policy level in the Transportation Element (TR-149-TR-157) and projects are identified and implemented through the Neighborhood Traffic Safety Services Program, the intent of which is to: <ul style="list-style-type: none"> • Discourage excessive speed, • Minimize cut-through traffic, • Reduce overflow parking, and • Encourage walking and biking.
S-BR-39	Promote the development of “green streets” throughout the corridor <u>consistent with the BelRed Streetscape Plan, Appendix B in the Transportation Design Manual.</u>, with an abundance of street trees and areas of landscaping to improve and reduce the amount of stormwater runoff, be aesthetically pleasing, and provide an attractive pedestrian experience.	Moved from Parks and Open Space section.

Bel-Red Subarea Plan Proposed Policy Changes

Policy / Section	Current Language	Proposed Language (changes highlighted)
POLICIES		
S-BR-5	Develop land uses consistent with the Bel-Red Land Use Plan map (Figure S-BR.1).	<i>Note: Keep language as-is but see proposed changes to Bel-Red Land Use Plan map (Figure S-BR.1).</i>
S-BR-6	Concentrate the majority of future Bel-Red growth into a series of mixed use, pedestrian-friendly and transit-oriented development nodes, with higher density and height therein, as enabled through a land use incentive system. Within each node, provide for tiered building heights, with maximums at the center	Concentrate the majority of future Bel-Red growth into a series of mixed use, pedestrian-friendly and transit-oriented development nodes, with higher density, height, and wide range of residential, commercial, and retail therein, as enabled through a land use incentive system. Within each node, provide for tiered building heights, with maximums at the center
S-BR-7	<p>Implement a land use incentive system that makes available additional floor area ratio (FAR) and height in exchange for infrastructure and amenities that contribute to the public good.</p> <p><i>**Discussion: As in the Downtown Subarea, a land use incentive system is a cornerstone of implementing this Plan. Base as-of-right FARs and heights are established at levels significantly below the maximums, with higher levels achieved only by providing public benefits through features such as public open space, trails, environmental enhancements, affordable housing, and other public amenities.</i></p>	<p>Implement a land use incentive system that makes available additional floor area ratio (FAR), allowed uses, and height in exchange for infrastructure and amenities that contribute to the public good.</p> <p><i>**Discussion: As in the Downtown Subarea, a land use incentive system is a cornerstone of implementing this Plan. Base as-of-right FARs and heights are established at levels significantly below the maximums, with higher levels achieved only by providing public benefits through features such as public open space, trails, environmental enhancements, affordable housing, and other public amenities. Provide flexibility on a site-by-site basis in the type and amount of incentives made available to a site, in exchange for various public benefits provided. This is in recognition of the fact that a one-size-fits-all approach in the Bel-Red Subarea is unlikely to best achieve the Subarea's goals due to the wide variety of site sizes, existing uses, critical area impacts, and other site-specific constraints.</i></p>
S-BR-11	Encourage commercial and residential building siting and design to incorporate stream corridors as a significant on-site amenity, while helping to restore and enhance the ecological functions of these corridors, through the use of development regulations and incentives.	Encourage commercial and residential building siting and design to incorporate stream corridors as a significant on-site amenity, while helping to restore and enhance the ecological functions of these corridors, through the use of development regulations and incentives. Allow sites located in nodes that contain more than 300 feet of a stream corridor an increase in commercial density in exchange for restoring and enhancing the ecological function of its stream corridor.
URBAN DESIGN		

S-BR-22	<p>Promote parking design and management that supports local uses in a manner compatible with the area’s urban design, transit and pedestrian orientation, including:</p> <ul style="list-style-type: none"> a. Encourage shared parking; b. Encourage structured parking as opposed to surface parking, particularly in identified development nodes; c. Prohibit surface parking between buildings and sidewalks where appropriate, and provide visual screening and/or landscaping relief of surface parking where it occurs; and d. Allow reduction of parking supply in transit development nodes. 	<p>Promote parking design and management that supports local uses in a manner compatible with the area’s urban design, transit and pedestrian orientation, including:</p> <ul style="list-style-type: none"> a. Encourage shared parking; b. Encourage structured parking as opposed to surface parking, particularly in identified development nodes; c. Prohibit surface parking between buildings and sidewalks where appropriate, and provide visual screening and/or landscaping relief of surface parking where it occurs; and d. Allow significant reductions of parking supply in transit development nodes for all uses.
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ENVIRONMENT

S-BR-26	<p>Promote the rehabilitation of streams and their adjacent riparian corridors, through a combination of public investments and private development incentives, as a means to enhance the natural environment and provide multiple public benefits. Provide land use incentives to achieve stream protection and rehabilitation that goes beyond what can be achieved through application of the city’s critical area regulations, including building setbacks of up to 100 feet in specific locations, to provide enhanced stream buffers.</p> <p><i>**Discussion: Bel-Red’s six streams are a major part of the area’s natural legacy. Rehabilitation of the streams will bear multiple benefits for the environment, for BelRed properties where nearby streams can become a significant area amenity, and for the wider Bellevue community. These benefits include improved water quality, habitat enhancement, stormwater and flood control, human use buffering, aesthetic enhancements, noise attenuation, and potential trail access where easements are available.</i></p>	<p>Promote the rehabilitation of streams and their adjacent riparian corridors, through a combination of public investments and private development incentives, as a means to enhance the natural environment and provide multiple public benefits. Provide land use incentives to achieve stream protection and rehabilitation that goes beyond what can be achieved through application of the city’s critical area regulations. Encourage private development on sites containing streams and riparian corridors as the most expeditious means to mitigation. Work with sites impacted by critical area regulations to allow variances from existing setback and buffer regulations in instances where existing regulations would otherwise prevent any mitigation or rehabilitation from occurring at all. Rely on best available science to achieve both on and off site mitigation.</p> <p><i>**Discussion: Bel-Red’s six streams are a major part of the area’s natural legacy. Rehabilitation of the streams will bear multiple benefits for the environment, for BelRed properties where nearby streams can become a significant area amenity, and for the wider Bellevue community. These benefits include improved water quality, habitat enhancement, stormwater and flood control, human use buffering, aesthetic enhancements, noise attenuation, and potential trail access where easements are available. The mitigation and rehabilitation of these six streams will take various forms depending on the specific site on which they lie. Adhering to all existing critical area regulations will not be feasible on all sites. It will be essential to not let</i></p>
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		<i>a proposed private development's inability to meet all critical area regulations become a roadblock preventing any mitigation and rehabilitation from occurring. Variances to critical area regulations should be encouraged as a means to ensure that these six streams are indeed rehabilitated rather than left in their existing condition for the foreseeable future.</i>
HOUSING		
S-BR-40	Encourage a diversity of housing types, from high density, multistory housing in transit nodes, to medium density housing outside nodes, to other innovative housing forms, such as live/work and work/live units	We are in a housing crisis. Encourage density throughout the Bel-Red Subarea. The highest density (minimum 6.0 FAR) should be encouraged around all transit nodes. Outside nodes, density no less than 4.0 FAR should be allowed outright. A diversity of housing types, focused on mid-rise (up to 8 stories) should be encouraged throughout the subarea, with high-rise when feasible, and innovative housing forms, such as live/work and work/live units incorporated as well.
TRANSPORTATION		
S-BR-56	Develop local streets to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, connectivity and community character. Minimize crossings of streams and wetlands by local streets; use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity.	<ul style="list-style-type: none"> • Prioritize pedestrian and bicycle connectivity, especially within development nodes, and minimize vehicular traffic. Vehicular traffic should be directed to major east/west and north/south arterials, and local vehicular access within sites should be designed to reduce vehicular interaction with pedestrians and bicyclists. • Encourage site specific design of vehicular access to promote pedestrian connectivity, to allow for pedestrian thru block connections, while emphasizing continuity, connectivity and community character. • Within large sites, encourage organic forms of connectivity across the site, rather than static grids. • Minimize crossings of streams and wetlands by local streets, prioritizing crossings for major arterials or green streets only, as needed to establish a practical and well functioning grid. Use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity. • In instances where sites build more street and public infrastructure than is required based on the development's impact, those sites should be

		<p>compensated and/or receive FAR bonuses to help offset the impact, otherwise this infrastructure will never be constructed.</p> <p>Allow staff discretion to review street improvements on a site-by-site basis through development review, and to grant deviations and alternate designs that are feasible to build.</p>
IMPLEMENTATION		
S-BR-83	<p>Encourage master planned developments and other processes that better coordinate and integrate this Subarea Plan's objectives rather than individual development of small parcels. Consider mandatory use of master planned development approval for large sites, to facilitate site planning for vehicle access and pedestrian needs.</p>	<p>Encourage master planned developments and other processes that better coordinate and integrate this Subarea Plan's objectives rather than individual development of small parcels. Consider mandatory use of master planned development approval for large sites, to facilitate site planning for pedestrian connectivity, vehicle access, and the promotion of one or more of the Subarea Plan's main objectives.</p> <p><i>**Discussion: Master planning review of large sites should focus on promoting one or more, but not necessarily all, of the Subarea Plan's main objectives, depending on which objectives the specific site is best suited to promote. It will be more important to achieve excellent outcomes in one or two objectives on a specific site, rather than attempting to have all sites meet all objectives, which will result in less total sites redeveloping due to infeasibility.</i></p>
NEIGHBORHOODS/DISTRICTS		
Development Nodes	<p>The nodal development pattern concentrates development in the vicinity of potential future light rail stations, generally within a quarter-mile radius. Development nodes are located in the vicinity of Overlake Hospital, at 122nd Avenue NE, at 130th Avenue NE, and at 152nd Avenue NE (with a station in Redmond). These nodes would be mixed-use in nature, with a high level of pedestrian access and amenities. Land use intensities in these nodes can reach a maximum development intensity of 4.0 FAR, but only through participation in an incentive system that provides public amenities in exchange for higher densities. Maximum building heights vary by development node, with the highest allowed heights near the center of the nodes. As with intensity, these maximum heights above the base zoning height limits</p>	<p>The nodal development pattern concentrates development in the vicinity of potential future light rail stations, generally within a quarter-mile radius. Development nodes are located in the vicinity of Overlake Hospital, at 122nd Avenue NE, at 130th Avenue NE, and at 152nd Avenue NE (with a station in Redmond). These nodes would be mixed-use in nature, with a high level of pedestrian access and amenities. Land use intensities in these nodes can reach a maximum development intensity of 6.0 FAR, but only through participation in an incentive system that provides public amenities in exchange for higher densities. Maximum building heights vary by development node, with the highest allowed heights near the center of the nodes. As with intensity, these maximum heights above the base zoning height limits are allowed only through participation in the amenity incentive system.</p>

	are allowed only through participation in the amenity incentive system.	
S-BR-88	<p>Provide for a mix of housing, retail and services in this area, with an emphasis on housing; include a pedestrian-oriented retail area along 130th Avenue NE. Potential height in the center of this node may reach 150 feet, and up to 125 feet in the perimeter.</p> <p><i>**Discussion: This area is envisioned as a predominantly residential neighborhood with an active retail street at its core. With its focus on residential uses, this area represents a key opportunity to develop a range of housing types and densities. An urban plaza located near 130th Avenue NE will serve as a "town square".</i></p>	<p>Provide for a mix of housing, commercial, retail and services in this area, with an emphasis on housing on all sites and a mix of commercial and residential on large sites. Include a pedestrian-oriented retail area along 130th Avenue NE. Height within a quarter mile of the center of this node may reach 250 feet, and up to 150 feet in the perimeter.</p> <p><i>**Discussion: This area is envisioned as a predominantly residential neighborhood, anchored by commercial on the largest sites, with an active retail street at its core. With its focus on residential uses, this area represents a key opportunity to develop a range of housing types and densities. An urban plaza located near 130th Avenue NE will serve as a "town square". The largest sites in this node, those in excess of 5 acres, present a unique opportunity to anchor the node by providing a higher density of commercial, allowing the node to thrive during the day from the influx of workers, and continue to thrive well into the evening as residents return home. This worker/resident activity throughout the day is essential to support the node's active retail street at its core.</i></p>

From: [Jodie Alberts](#)
To: [PlanningCommission](#)
Cc: [Jessica Clawson](#); [Joe Fain](#); [Gavin Haines](#)
Subject: PLUSH Comments re: Planning Commission Mtg (12/13)
Date: Tuesday, December 12, 2023 2:46:59 PM
Attachments: [image001.png](#)
[PLUSH Letter Planning Commission Mtg 12.13.2023.pdf](#)

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Planning Commissioners,

Please find the attached letter in response to the materials for tomorrow's commission meeting. We appreciate the opportunity to give input and for your consideration.

Best,
Jodie

Jodie (Chavez) Alberts | Vice President of Government Affairs

Bellevue Chamber of Commerce

M: 901.834.4261 | O: 425.213.1206 | E: jodie@bellevuechamber.org

330 112th Ave. NE, Suite 100, Bellevue, WA 98004





PLUSH COMMITTEE

Permitting, Land Use, Sustainability, & Housing

bellevuechamber.org

425-454-2464

staff@bellevuechamber.org



December 12, 2023

Planning Commission
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009

Re: Tree Regulation LUCA and the BelRed Comprehensive Plan Amendments

Dear Chair Bhargava and Commissioners,

On behalf of the Chamber's PLUSH Committee, we appreciate the opportunity to send comments regarding the Commission's work on both the tree regulation LUCA and the comprehensive plan amendments for the BelRed subarea. We request that you consider incorporating the below suggestions into your own comments and recommendations for City staff.

Tree Canopy Code

Adequate tree canopy in Bellevue is necessary to accomplish our environmental stewardship goals and achieve our "City in a Park" vision. The City recently announced that Bellevue increased its tree canopy percentage, reaching the established goal of 40%, and increased its tree canopy by 450 acres since 2011. We are proud that we as a community have reached this milestone and are adding to our tree canopy annually. For more information, visit: <https://bellevuewa.gov/city-government/departments/community-development/environmental-stewardship/trees-open-space>

Since tree canopy is a priority, we ask the Commission whether making changes to the tree code is wise when the current code is meeting the City's goals and continually adding to the tree canopy. In addition, we also request that the Commission consider striking a balance between dense urban development and the tree code. The Planning Commission has worked diligently in creating policies to properly prepare for the growth Bellevue anticipates in the coming decades. As part of this growth, it is necessary to develop or re-develop areas of our city. Areas such as Downtown, Wilburton, and Bel-Red are key locations for building capacity for current and future residents. Redevelopment of these areas should be utilized to add tree canopy. If these areas cannot be redeveloped because of tree preservation codes, they will: a) never add tree canopy through redevelopment, and b) contribute to urban sprawl, which requires more land to accommodate growth and increases greenhouse gas (GHG) emissions.

Bellevue must build smart to achieve broader sustainability. For example, increasing density around transit will help to decrease GHG emissions, while providing more affordable housing options, but only if designated growth areas can be fully developed. We ask that the Commission ensures that parks and rights-of-way prioritize tree canopies; these and other City-owned and less dense areas should have

higher percentages of canopy than growth areas. We also believe that tree significance should be based on tree species and tree health, and that the Commission should look to other cities' tree requirements as guidance. As an example, a 24-inch holly tree (which is invasive) should not be treated the same as a 24-inch Western Red Cedar tree. In addition, trees that are unhealthy or will be impacted by right-of-way or sidewalk development should be able to be easily removed.

Finally, we ask that the Commission consider incentives for retaining significant and landmark trees. For comparison, Seattle allows for a 0.5 FAR bonus and a 10-foot height bonus in exchange for retaining such trees. Incentives go a long way in encouraging development to incorporate existing trees in new development.

BelRed Comprehensive Plan Amendments

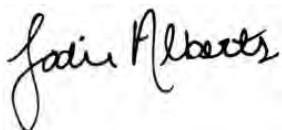
Staff have supplied several transportation policy amendments to the BelRed subarea plan. One noticeable change was removing most references to arterials. The reason for most of these changes was due to these items also being included in the Transportation Design Manual (TDM). We ask that the Commission keep in mind that the Comprehensive Plan and the TDM serve distinct purposes; the Comp Plan addresses the reasons why items like arterials should be maintained and improved, while the TDM and the Transportation Facilities Plan establish how this should be achieved and funded. BelRed, in particular, must include arterial development as a goal outlined in the Comprehensive Plan.

Additionally, S-BR-56 outlines the need to establish a new street grid. While this is certainly a necessity, we urge the City to allow for flexibility regarding the street grid. Street grids cannot have a one-size-fits-all approach as different areas necessitate different needs. Transportation Staff at the November 9 Transportation Commission meeting stated that they would be presenting a Bel-Red comprehensive plan policy that directly allows for such flexibility; we are not seeing that language in this document and it is essential that it be included.

Finally, there are several references to multi-use trails through stream corridors. The Bike Bellevue Plan and the TFP do not include these multi-use trails. In addition, the critical areas ordinance would not permit multi-use trails to be constructed in stream buffers. For transparency, proper public outreach, and planning consistency, these multi-use trails should be depicted in all appropriate City planning documents, so that the ultimate build-out of BelRed and the City is clear to everyone.

We appreciate your attention on this matter. Thank you for your continued dedication to improving Bellevue through your service.

Sincerely,



Jodie Alberts
Vice President, Government Affairs



Jessica Clawson
PLUSH Committee Chair

McCULLOUGH HILL PLLC

December 12, 2023

Bellevue Planning Commission
450 110th Avenue NE
Bellevue, WA 98040
planningcommission@bellevuewa.gov

VIA EMAIL

Re: December 13, 2023 meeting comments

Dear Commissioners:

Thank you for the opportunity to comment regarding the items on your December 13 agenda.

I would like to address several items regarding the planning commission agenda today on behalf of myself and several clients:

- **Planning Commission Bylaws—public comment timing.** The Commission's bylaws require each public commenter to be allowed 3 minutes to speak, and group representatives 7 minutes to speak. This is a very long speaking period; most people can convey what they need to convey within 1-2 minutes. During meetings when there are many public commenters, the bylaws limit the number of people who can speak during the time-limited public comment period. Other jurisdictions allow the chair to reduce the time each person can speak so that more people overall may be heard. Consider adding the following:

Article VII—Public Comment. C. Public hearings. New Section 10. The Chair may adjust any speaker or applicant's time to no less than one (1) minute should the total number of public commenters warrant an adjustment.

- **Tree Policies.**

The City's Tree Assessment shows that the current tree code is working. The City is meeting its tree canopy goal of 40% coverage for the first time since the assessment began. The City added 450 acres of new tree canopy since 2011. For context, the Bel-Red subarea is 900 acres in area—so half of the Bel-Red planning area was added in tree canopy! The City should celebrate this win and consider whether the tree code is something that should be changed if it is working.

As the Commission discusses tree policies, consider that redevelopment and the addition of density will be critical in adding tree canopy. If significant tree definitions are changed such that trees located in surface parking lots cannot be easily removed for redevelopment, this will get in the way of redevelopment / density in growth areas, and will stop the addition of tree canopy on the site. Tree ordinances are often used by opponents of dense urban development to stop growth.

If the City is concerned about heat island effects, then redevelopment of Bel-Red, where there is only 13% tree canopy and a large heat island effect from traditional roofs and surface parking lots, should be prioritized. Green roofs should be incentivized for development, and the addition of tree canopy in rights-of-way should be required.

The City should also prioritize City-owned land for addition of tree canopy. This is property the City controls—the City of Bellevue is the largest property owner in the City via parks and right-of-way.

Finally, tree retention and going beyond required amounts of trees in redevelopment should be incentivized. Seattle gives 0.5 FAR density bonus and a 10-foot height bonus for retaining significant trees. Bellevue should adopt this approach and consider density bonuses for adding more tree canopy than required.

- **Bel-Red Transportation Policies.**

BR-56. At the November 9 Transportation Commission, transportation staff stated that they would be returning with “flexibility language” regarding street grids. I have attached my letter to the Transportation Commission regarding these policies, and I’m not seeing new flexible language in these policies. As the Commission is aware, the street grid, while well-meaning, was drawn without regard to property ownership boundaries, streams, and zoning boundaries. A lack of flexible language has resulted in rigid application of street grid requirements when they are not warranted given development conditions. In addition, road infrastructure is very expensive to build and adds to the cost of building housing. Offsets / incentives should be considered for developers taking on this large burden. Consider adding the following language:

S-BR-56.a: “Provide for local streets and other pedestrian connections through development review as one method to achieve to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, pedestrian connectivity, and community character. In cases where connections are not feasible, development staff should exercise flexibility in review, with a focus on pedestrian connectivity.”

SR-BR-56.b (no change)

NEW SR-BR-56.c: Incorporate development incentives into the Land Use Code to assist in offsetting the cost of local street and pedestrian connection infrastructure.

BR-57. Like downtown, “alleys” should be a defined term in the Land Use Code. This would allow for flexibility in street standards and the street grid, such that large parcels can provide “alleys with addresses” just like downtown for access to and from buildings, rather than access from arterials. This policy appears to be drafted based on the current Land Use Code, rather than a future Bel-Red code, which absolutely should include alleys. A more urban solution (like in downtown) is to include alleys; Bel-Red currently only has two street types—local street and arterials. Dynamic urban environments need things like alleys; please direct staff to amend the language in BR-57 in the following manner: Encourage developers to provide garage and service vehicle access via local streets and alleys rather than along arterial streets.

In addition, the Bel-Red Streetscape Plan and the Transportation Design Manual should be amended to create standards for alleys.

BR-64. A multi-use trail system within stream corridors is not depicted in any approved plan that I am aware of. Similar to BR-62, which was deleted, multi-use trail systems should be depicted in the Pedestrian and Bicycle Transportation Plan, and the Mobility Plan. For full transparency, the ultimate build out of the transportation network should be very clear to the public and commission, and adding a multi-use trail outside of this framework should not be encouraged. Finally, it is not clear that the City’s critical areas ordinance would allow for the construction of a multi use trail within a stream corridor, when the City is also considering widening its stream buffers to 100 feet on each side. The City should consistently apply its buffers to trails and development alike, and should not create an expectation with this policy that a multi-use trail will be realized within the stream corridor areas.

Thank you for your consideration of my comments and please do not hesitate to contact me if you have any questions.

Sincerely,

/s

Jessie Clawson

McCULLOUGH HILL PLLC

November 9, 2023

Bellevue Transportation Commission
450 110th Avenue NE
Bellevue, WA 98040
transportationcommission@bellevuewa.gov

VIA EMAIL

Re: Bel-Red Look Forward Comprehensive Plan Policies

Dear Commissioners:

Thank you for the opportunity to comment regarding the Bel-Red Look Forward Comprehensive Plan policies. We represent several property owners in the Bel-Red neighborhood. We are writing to voice concern regarding proposed policy S-BR-56.

As you may be aware, a street grid system is adopted as Figure S-BR.2 in the Bel-Red Transportation Plan and is further adopted in BLUC 20.25D.140.A as a land use code requirement. We understand that one of the main reasons for adopting the street grid map in the initial Bel-Red plan was to break down larger block sizes. The street grid was laid out on the Bel-Red neighborhood without correlation to property ownership, zoning boundaries, or other considerations of the current built environment. As Bel-Red has begun to develop, the Bel-Red street grid has been stringently applied to development projects; however, in many cases the street grid map roads run through places where roads cannot be built, like steep slopes, across streams, or in places where they will dead end into existing buildings. The application of the street grid system has unfortunately been a source of frustration and has not made a lot of practical sense in many cases.

To this end, it appears that the current proposal for policy S-BR-56 and the street grid is to maintain the status quo. We suggest this would be a mistake, and would hamstring many of the other goals the City has in its future long-range planning for Bel-Red. We ask that the Transportation Commission keep the following principles in mind when reviewing these and other Bel-Red related transportation policies:

- If breaking down block sizes is an urban design concern, there are methods to achieve this other than requiring the provision of full-width local streets. Design review guidelines and other zoning considerations should be used here rather than the requirement that roads blanket a neighborhood that includes no fewer than three light rail stations. Walkability should be prioritized rather than the building of large new roads.
- The goals should specifically allow for development services/transportation staff to exercise discretion and flexibility. In many cases roads that are shown in Figure S-BR.2 are not warranted and would not create a necessary road network. Figure S-BR.2 must be revised with transportation in mind rather than a sole focus on urban design principles. It must also be revised based on the fact that there are now three light rail stations in the vicinity.
- The goal should also call for development incentives to help pay for infrastructure. The cost is currently borne 100% by individual developments, adding to the cost of producing housing in Bellevue.

We urge the Commission to consider revising the policy to state:

Bel-Red Policy S-BR-56
December 12, 2023
Page 2

S-BR-56.a: “Provide for local streets and other pedestrian connections through development review as one method to achieve ~~to establish a new grid system with~~ smaller block sizes, particularly in development nodes; emphasizing continuity, pedestrian connectivity, and community character. In cases where connections are not feasible, development staff should exercise flexibility in review, with a focus on pedestrian connectivity.”

SR-BR-56.b (no change)

NEW SR-BR-56.c: Incorporate development incentives into the Land Use Code to assist in offsetting the cost of local street and pedestrian connection infrastructure.

We appreciate the opportunity to comment. Please do not hesitate to contact me should you have any questions regarding this matter.

Sincerely,

/s

Jessie Clawson

From: [Fred McConkey](#)
To: [PlanningCommission](#)
Cc: eden@bandrehearsal.com; [Fred McConkey](#); [Fred McConkey](#)
Subject: Written Comments for 12/13/2023 Planning Commission Meeting
Date: Tuesday, December 12, 2023 9:21:31 PM
Attachments: [image001.png](#)
[BelRed and Main Street.docx](#)

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To: City of Bellevue Planning Commissioners:

My name is Fred McConkey, and I am on the board of the Bellevue Arts District (BRAD). Our website is www.BelRedArtsDistrict.org

On the webpage, click Discover, and you will see a map of all of the "Arts" businesses currently located in Bel-Red. There are an amazing number of arts businesses already there.

The problem is that as the area redevelops, these older buildings with "Arts" tenants will be demolished and replaced by 5-6 story apartment buildings with ground level retail. Current tenants in this market pay about \$18 psf/net, and many are barely able to make it at today's market rents. When these buildings redevelop, the ground level retail spaces are likely to cost \$38-\$40 psf/net. This is the market rate for ground level retail in new apartment/condo buildings on Bellevue's Main Street.

The small "Art" tenant, will be priced out of the market. They cannot pay \$40 psf in rent and stay in business.

I am a commercial real estate developer, and former Mayor of Hunts Point (1998-2013). I have studied affordable housing credits and how Cities can create a zoning code that provides a "bonus" or benefits to developers that do what the city wants to accomplish.

My idea is, can the City create a "bonus" in the Bel Red District, where if the developer provides ground level retail space at say 50% of market rent to qualified "arts" businesses, then the developer would get some

bonus, say be allowed to build 10% more apartments. It would have to be enough of an incentive, that developer would break even or profit in providing discounted retail rent in exchange for more apartments to rent.

The Bel Red Arts District is a functioning entity, and we will get stronger over time. We plan to work with these businesses and get to know them. The “Arts” tenants would need to be certified/approved by the BRAD board that they are a legitimate arts business, are financially viable, would make a good tenant, and would be a positive business for Bellevue Arts District in order to get discounted rent.

Art businesses generally do not make much money. Rather than expand the Bel-Red Arts District with light rail and redevelopment, these small businesses will be forced out of the market without some sort of subsidy.

If there is interest in this idea, I'd be happy to meet with you to discuss possibilities.

I am at my daughters Christmas program tonight, or I would have been there to make a public testimony.

Sincerely,

Fred McConkey



Fred McConkey
McConkey Development Company
(425) 922-1550 cell
Fred@McConkeyDev.com
www.McConkeyDev.com

Business District Support

2023 and 2024

OVERVIEW AND OBJECTIVES

The City of Bellevue (“City”) partners with place management organizations in order promote, activate, and support business districts across the city.

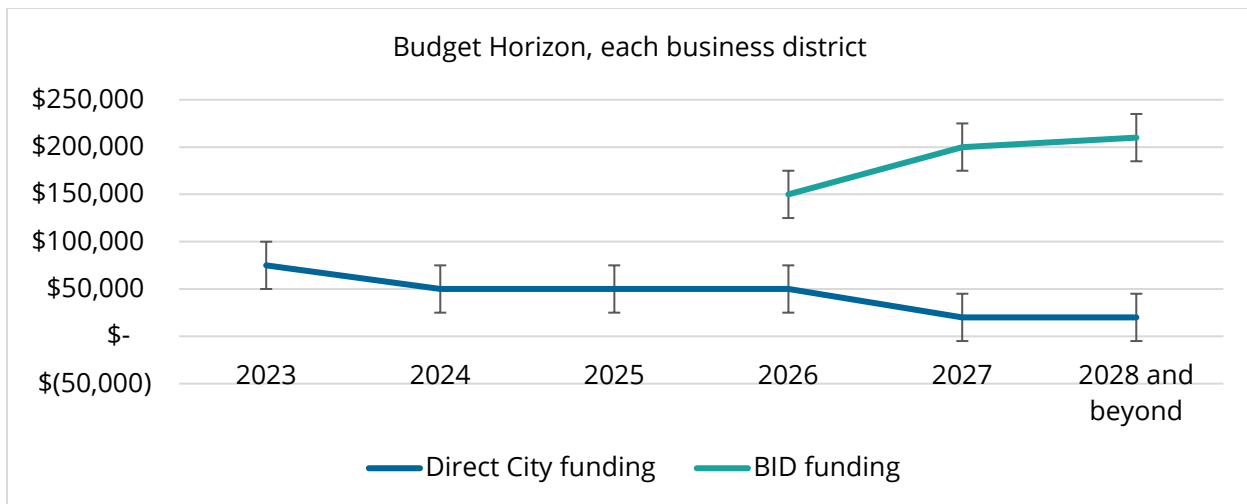
Our goals with this work are to support citywide economic development objectives, including:

- Increasing consumer spending and associated tax revenue.
- Retaining small businesses and jobs.
- Encouraging visitation and leisure.
- Supporting and developing our arts, culture, and entertainment sector.
- Increasing private-sector support for management of public space.

District	2023 Budget (Phase 0-1)	2024-2026 Budget (Phase 2)
Main Street	\$50,000 - \$100,000	\$150,000
BelRed Arts District	\$50,000 - \$100,000	\$150,000
Total	\$100,000 - \$200,000	\$300,000

As the support for business districts through this work is meant to be an on-ramp into a self-managed business improvement district (BID) model, City funding will gradually ramp down over time as a business improvement district or similar structure is launched in each district.

After the BID is formed, nominal ongoing funding from the City will still be required to manage the BID area, in addition to staff resources associated with BID assessment and collection, public space management, and economic development support. However, this will be less than what will be required during the formation phase for the district.



This chart is conceptual only and depends principally on BID formation progress. It does not imply a certain level of support at a given time—the City is free to cut off support at its sole discretion.

SCOPE OF WORK

The scope for this project will comprise two to three phases, depending on the district and the level of early-stage development work required.

Recovery Lens

This work will support small business recovery by supporting the long-term fiscal and strategic sustainability of organizations which support small business resilience.

Phase 0: Forming (or *Re-Forming*)

In **Phase 0**, the City will assist the place management organizations in “forming” or “re-forming”—registering with the State of Washington, obtaining the appropriate 501(c) status (generally 501(c)3 or 501(c)6), creating a website and claiming social media accounts, and creating bank accounts and other essential basic work.

Goals:

- Create the administrative foundation which will enable future work.
- Set the expectation with district organizers that the administrative functions of the organization must be central to their development.

Timeline:

- Q1-Q2 2023

Budget:

- Up to **\$35,000** for each district to assist with any filing fees, early marketing work, 1:1 legal advising, or working with an accountant to “go through the books.”
 - BelRed: legal advising, accounting setup, insurance,
 - OBMA: insurance?

Contract:

- City to consultant – on behalf of the organization.

Phase 1: Storming and Norming

In **Phase 1**, the City will contract with an outside partner to help each place management organization develop a shared vision and 2- to 3-year strategic plan for the organization. Each strategic plan document would reflect the perspectives of the district’s key stakeholders and set out key goals that are broadly shared in the district.

Goals:

- Create a broadly shared set of specific, measurable action items that address marketing and events, placemaking, business and economic development, and, as needed, “clean and safe.”

- Craft a vision which the key community stakeholders will buy into, increasing engagement and allowing the organization to become more self-sustaining over time.
- Identify actions to strengthen each organization, including additional business, resident, and community outreach, membership dues, sponsorships, partnerships, paid or volunteer staff, and/or establishment of business improvement districts (BIDs).
 - May include early BID feasibility study work.

Timeline:

- Q2 through Q4 2023

Budget:

- Up to **\$60,000** for each district for a direct contract with a strategic planning and group facilitation consultant.

Contract:

- City contract with a strategic planning consultant? On organization's behalf? [Three-party agreement?](#)

Phase 2: Performing

In **Phase 2**, the City would sign an MOU with each place management organization independently to assist in implementation of the district's strategic plan. The goal would not be to directly fund the implementation of each item in each plan, but to showcase the city's backing for the district's vision and plan—and achieve key City of Bellevue policy objectives.

Goals:

- Begin implementation of each organization's strategic plan to showcase the community's vision and drive further public support, building critical mass.
- Create an expectation around level-of-service and the resources required. Showcase the power of place management activities to improve small business revenue, guest visitation, resident experience, and quality of life.
- Create a memorandum of understanding (MOU) with the City, outlining the expectations and obligations of each party.
- Develop support for establishment of business improvement districts (BIDs).
- Ideally, limit or disallow funding for consumables or items that do not have a long-term purpose.

Timeline:

- Starting in 2024

Budget:

- Approximately **\$150,000** for each district over multiple years (for example, 2024-2026).

Contract:

- City contract directly with the organization.

PROJECT ORGANIZATION AND STAFF

This project will utilize existing staff resources and should not require extensive internal support.

Role	Individual
Client	
Sponsor	
Project Manager (Main Street)	Anthony Gill
Project Manager (BelRed)	Lorie Hoffman

WHAT DOES A BUSINESS DISTRICT DO?

Based on best practices in business district development, this program supports districts in creating and implementing action plans to provide services that meet five core community needs:

- **Organization.** Development of the business district organization, including strong representation of residents, property owners, business owners, and others with a common vision for the area.
- **Marketing and events.** A consistent and positive marketing program that includes both in-person programs and online marketing through social media.
- **Placemaking.** Improvement of physical spaces, including features like tables, chairs, banners, directional signage, and public art. This strategy involves a combination of active, operational work and more long-term, strategic real estate development work.
- **Business and economic development.** Assistance to new businesses interested in locating in the business district and existing businesses which may assistance as the area develops.
- **Clean and safe.** Daily operations to ensure that the district remains clean and welcoming to everyone. This may include trash pickup and graffiti removal services, for example.

From: [p.johnston](#)
To: [Rousseau, Gwen](#)
Cc: [PlanningCommission](#)
Subject: Neighboring areas
Date: Wednesday, December 13, 2023 9:07:14 PM

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Please pay attention to where grocery stores are within the district. Bridle Trails and other neighborhoods use BelRed as primary commercial source.
Thanks

From: [Christopher Friend](#)
To: [PlanningCommission](#)
Cc: TJjohnson@bellevue.wa.gov; [King, Emil A.](#); [Nesse, Katherine](#)
Subject: Swire Site Concept
Date: Thursday, June 15, 2023 1:12:13 PM
Attachments: [Swire Site Development Study_0609_Reduced v 1.pdf](#)

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Chair Ferris and Planning Commissioners,

As I shared in my remarks last night, Swire Coca-Cola's desire is for at least an expansion of the BR-OR-H-2 designation in the Preferred Alternative and for the City to study FARs and other development standards in the FEIS process that achieve efficient development. We strongly believe that by reimagining zoning through the BR-OR-H-2 designation and beyond in the Preferred Alternative, the City could achieve many of the key elements it desires and that were highlighted by Bellevue residents at the Commission's meeting, including the development of housing options, activating ground level retail, and new commercial spaces.

I believe Chair Ferris framed the opportunity: Bellevue is no longer a bedroom community of Seattle – and the Comprehensive Plan Update is the City's opportunity to define its own urban identity. To help envision the possibilities of expanded zoning flexibility, I have attached a concept study for the Swire site prepared by NBBJ for your review. Key highlights of the Preferred Option in the concept study include an entirely new neighborhood with:

- 3,200 housing units in nearly 2.9 million square feet;
- 5,900 jobs in nearly 2.0 million square feet of office space;
- Activating ground level retail; and
- More than 150,000 square feet of green and open space.

This new neighborhood could have a transformational impact on Bel-Red's 120th Station node for decades. Our site is unique in that its redevelopment will not displace any existing housing units or retail businesses. Using the city's conservative methodology for economic analysis, the attached site concept could provide:

- Nearly \$2 billion in direct project investment;
- \$14 MM in construction sales tax alone;
- Long-term property tax benefit of increased tax basis; and
- Additional privately-funded supportive street, sidewalk and utilities infrastructure.

Again, we respectfully request the Planning Commission advocate for a visionary approach in the Preferred Alternative with at least the BR-OR-H-2 designation on our site to achieve expanded flexibility for the development of the future Bellevue.

Please do not hesitate to contact me with any questions.

Thank you,
Christopher Friend

Christopher Friend

Director of Public Relations and Government Affairs
Corporate Affairs and Communications

O: 503.207.4839

M: 503.899.3730

E: cfriend@swirecc.com

W: www.swirecc.com



Swire Site Development Study

06.09.2023

Urban Context Diagrams

Street Grid Strategy

Steep Slope Overlay

Design Options

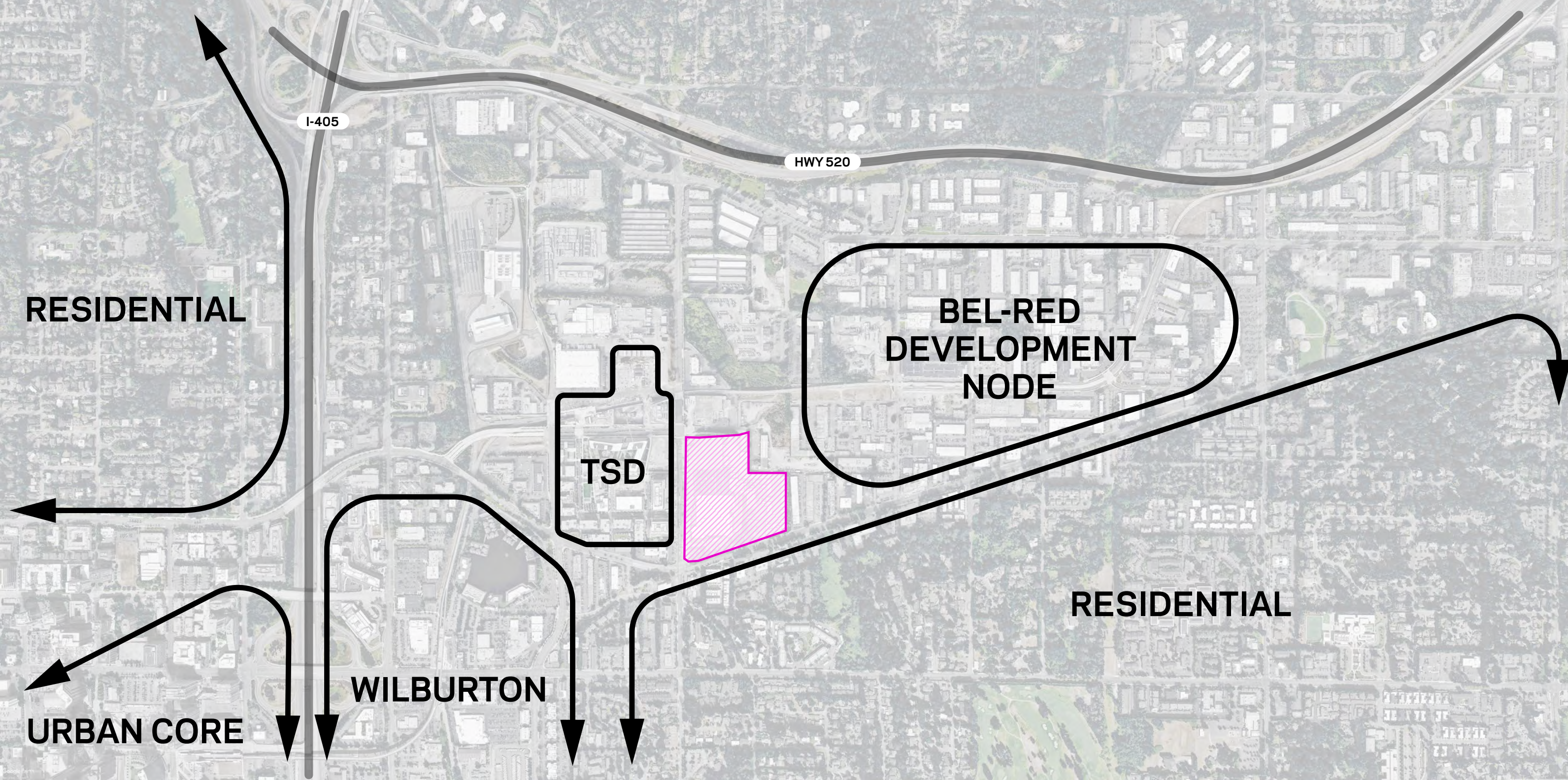
40% residential / 60% commercial - Comparison Option

60% residential / 40% commercial - Preferred Option

Summary Page

Urban Context

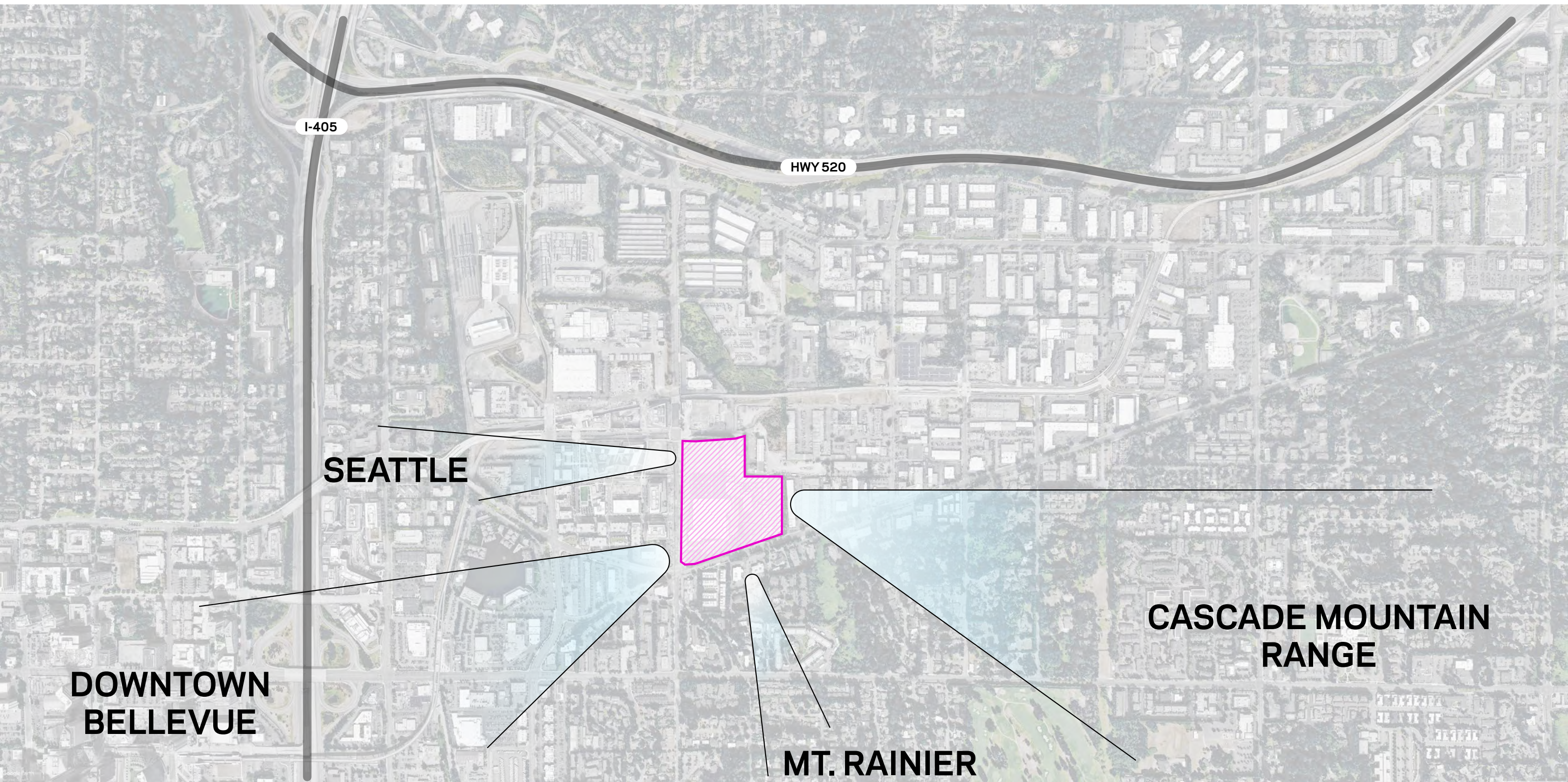
development potentials and constraints



Surrounding Neighborhood Zones

Urban Context

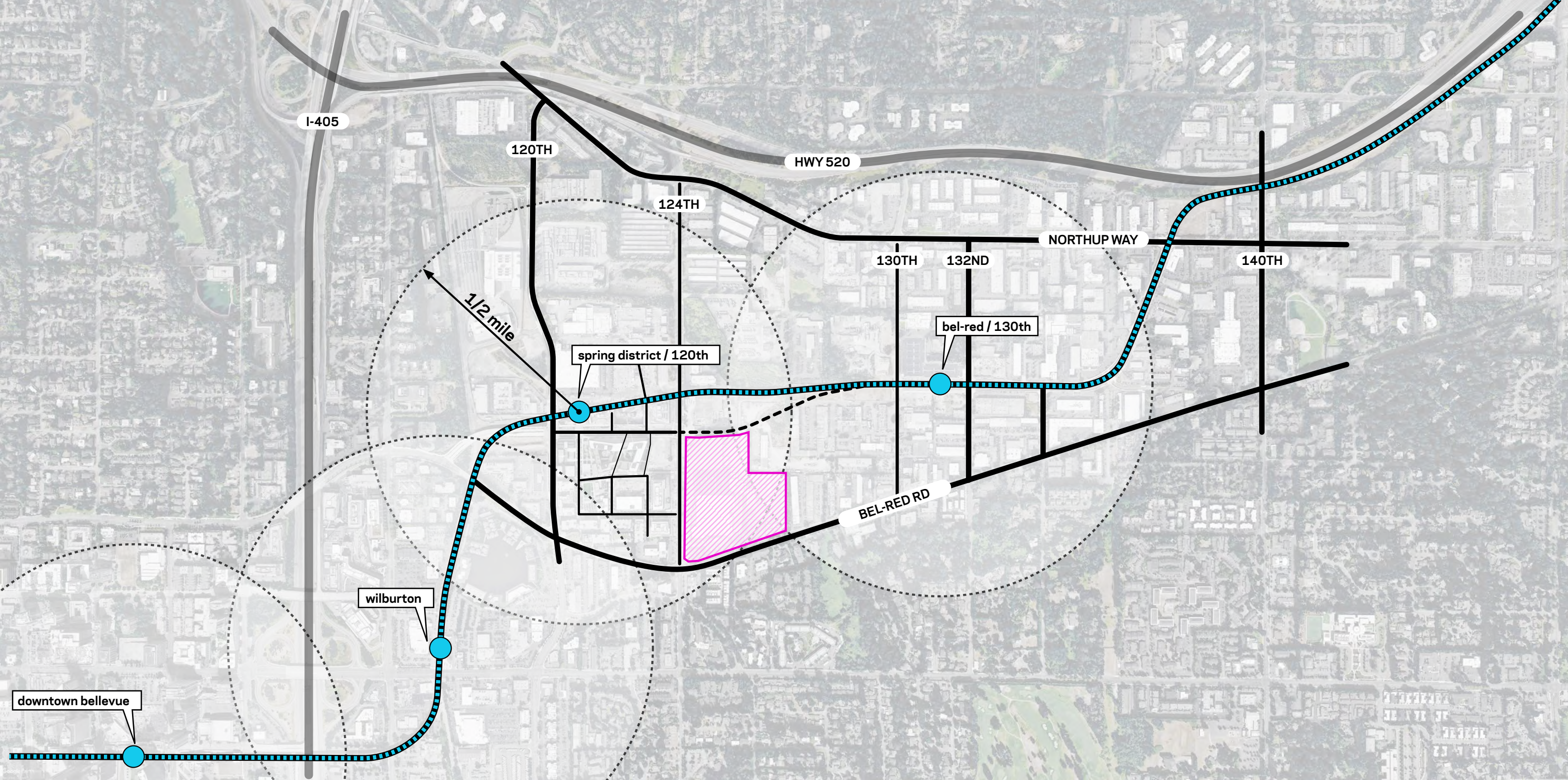
development potentials and constraints



View Corridors to Major Landmarks

Urban Context

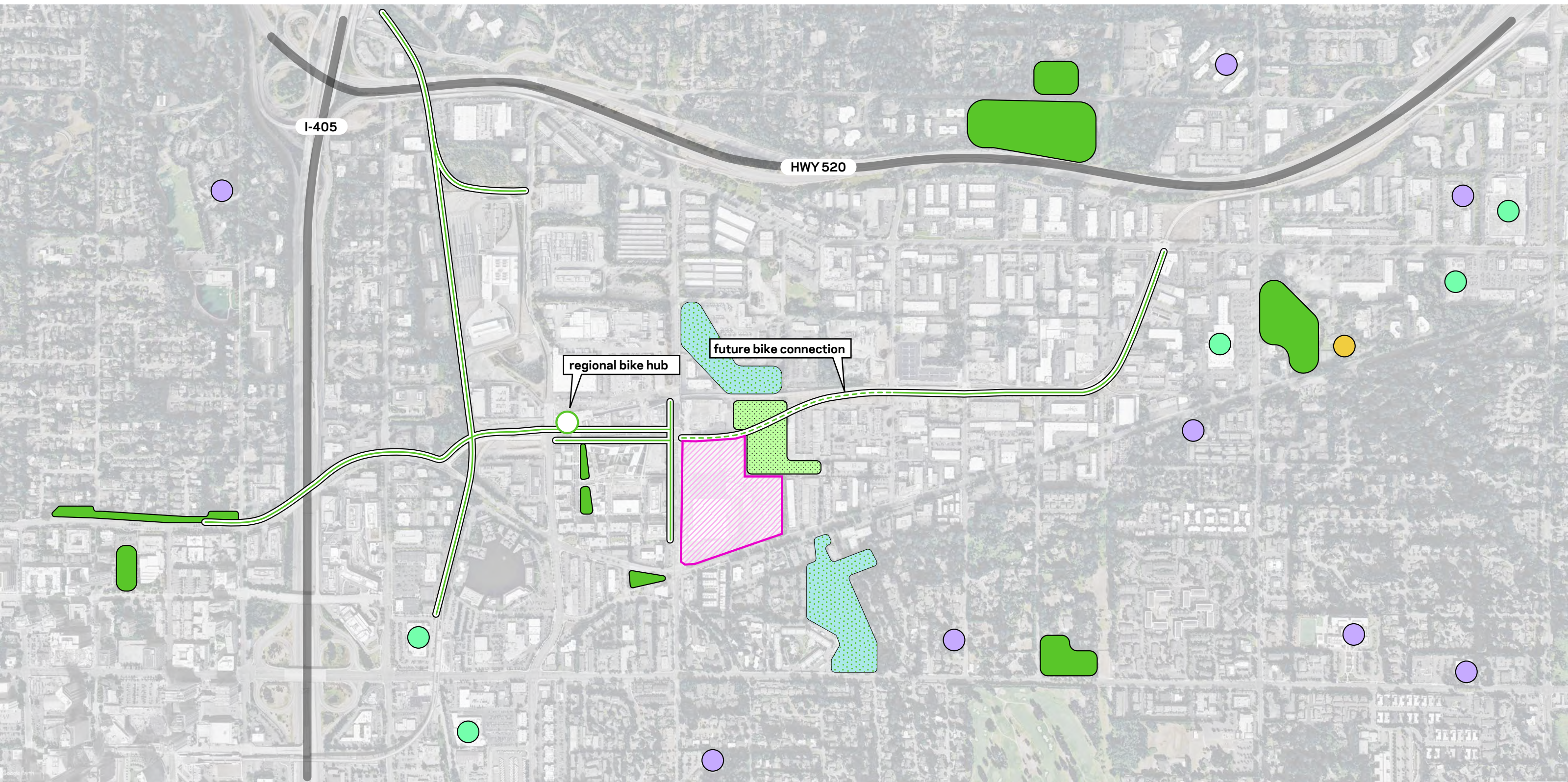
development potentials and constraints



Light Rail and Nodes

Urban Context

development potentials and constraints

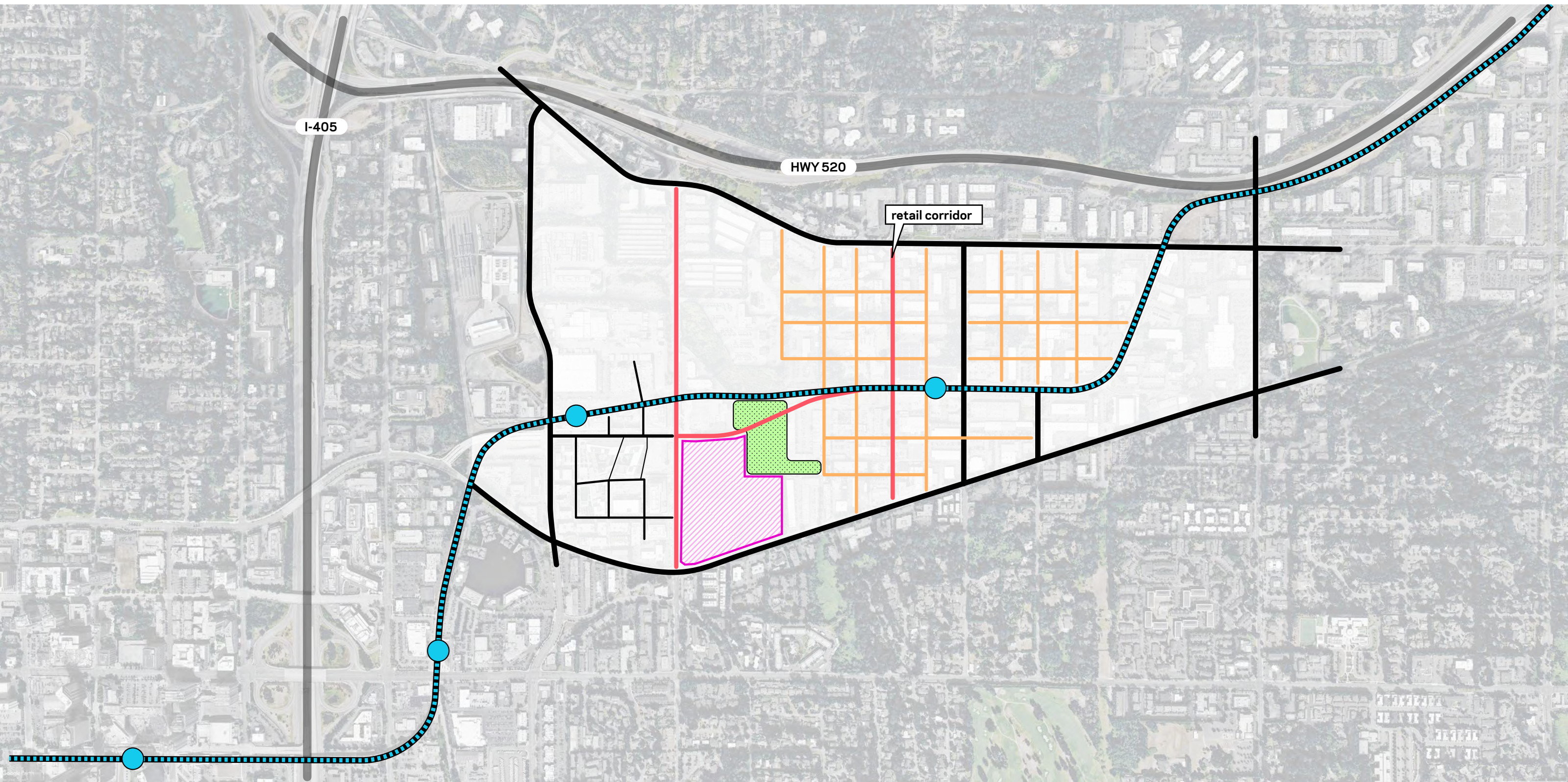


Bikes, Parks and Amenities

- wetlands
- existing open space
- planned open space
- education / daycare
- grocery store
- community center

Urban Context

development potentials and constraints

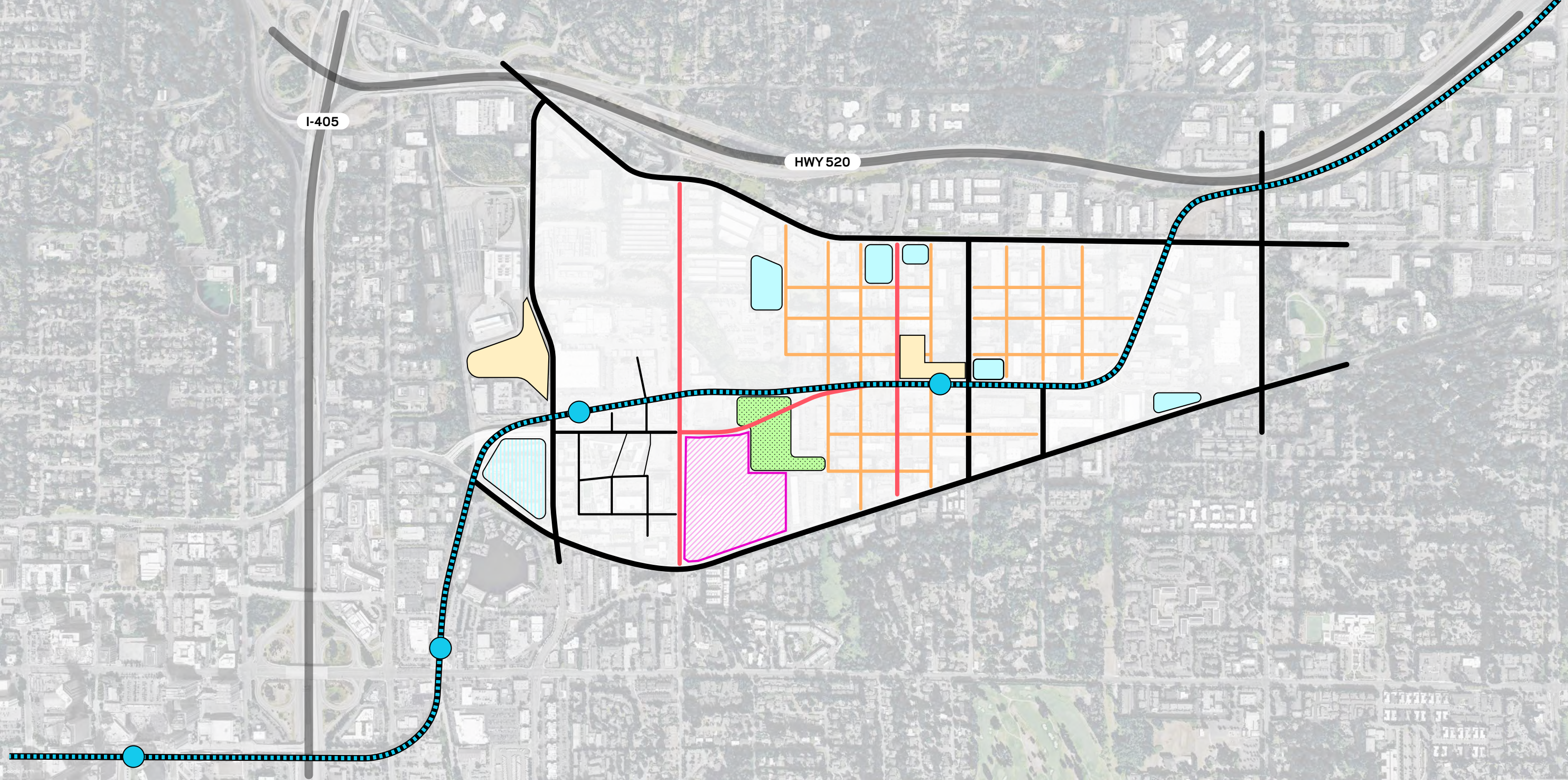


Future Infrastructure Network

major street improvement local street grid

Urban Context

development potentials and constraints

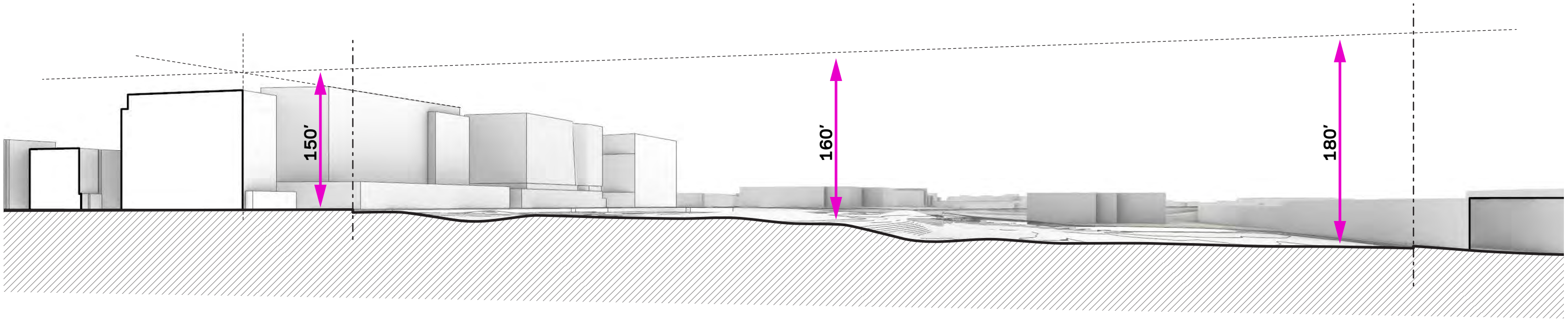
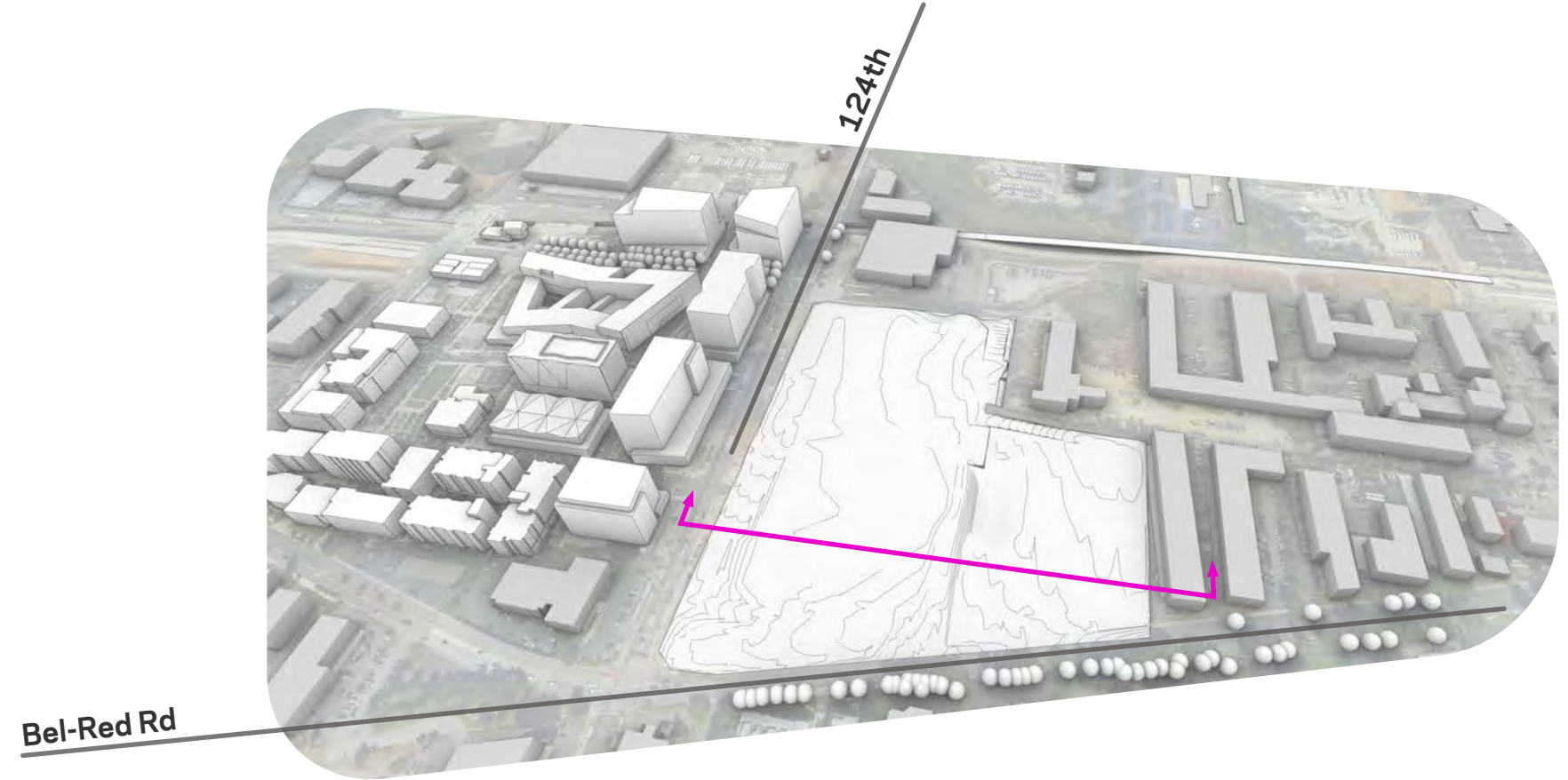


Future Infrastructure Network + Current Multi-Family Planned Development

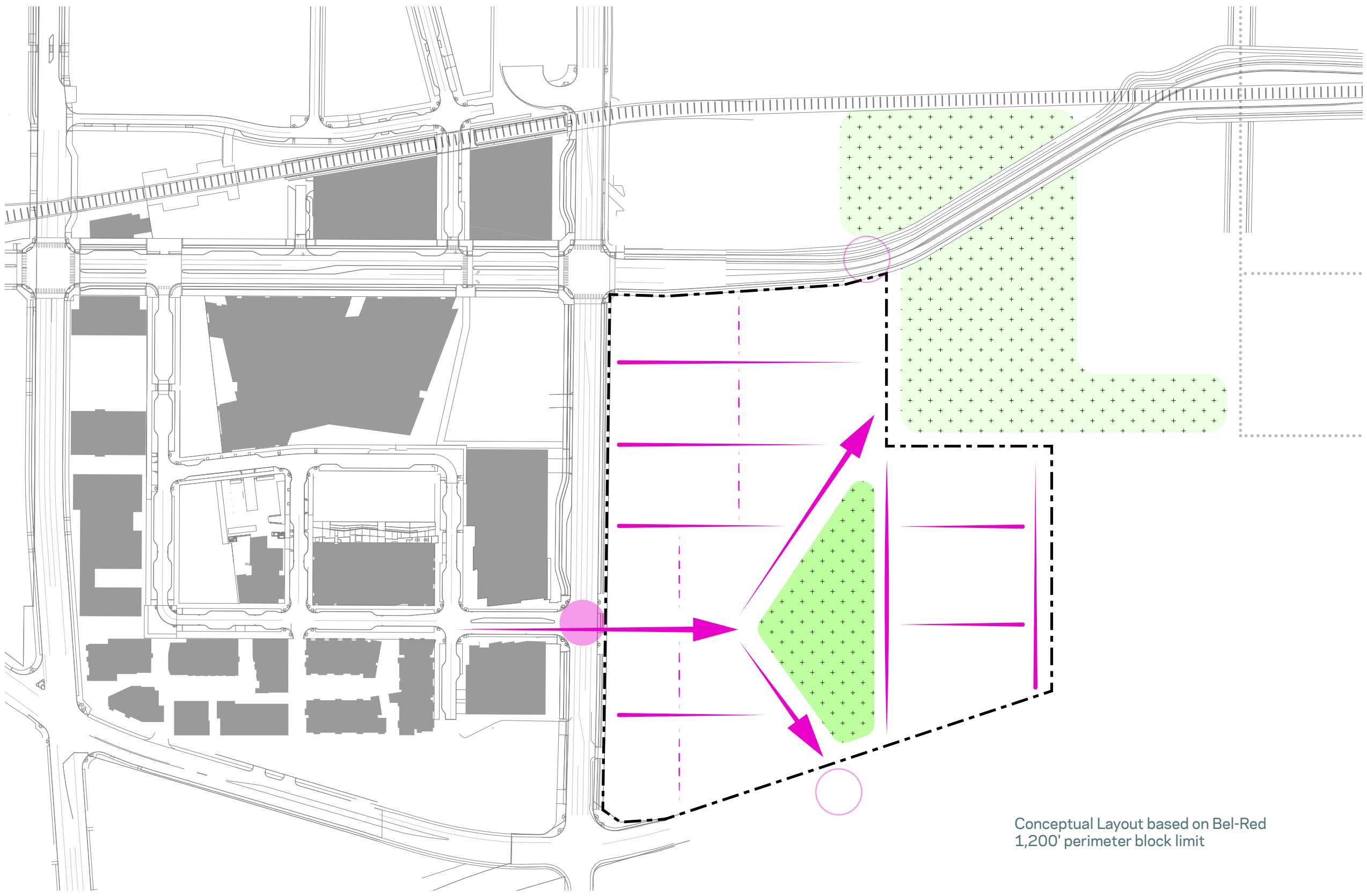
mixed use project current multi-family project public/private partnership TOD sites

Site Context

east-west section

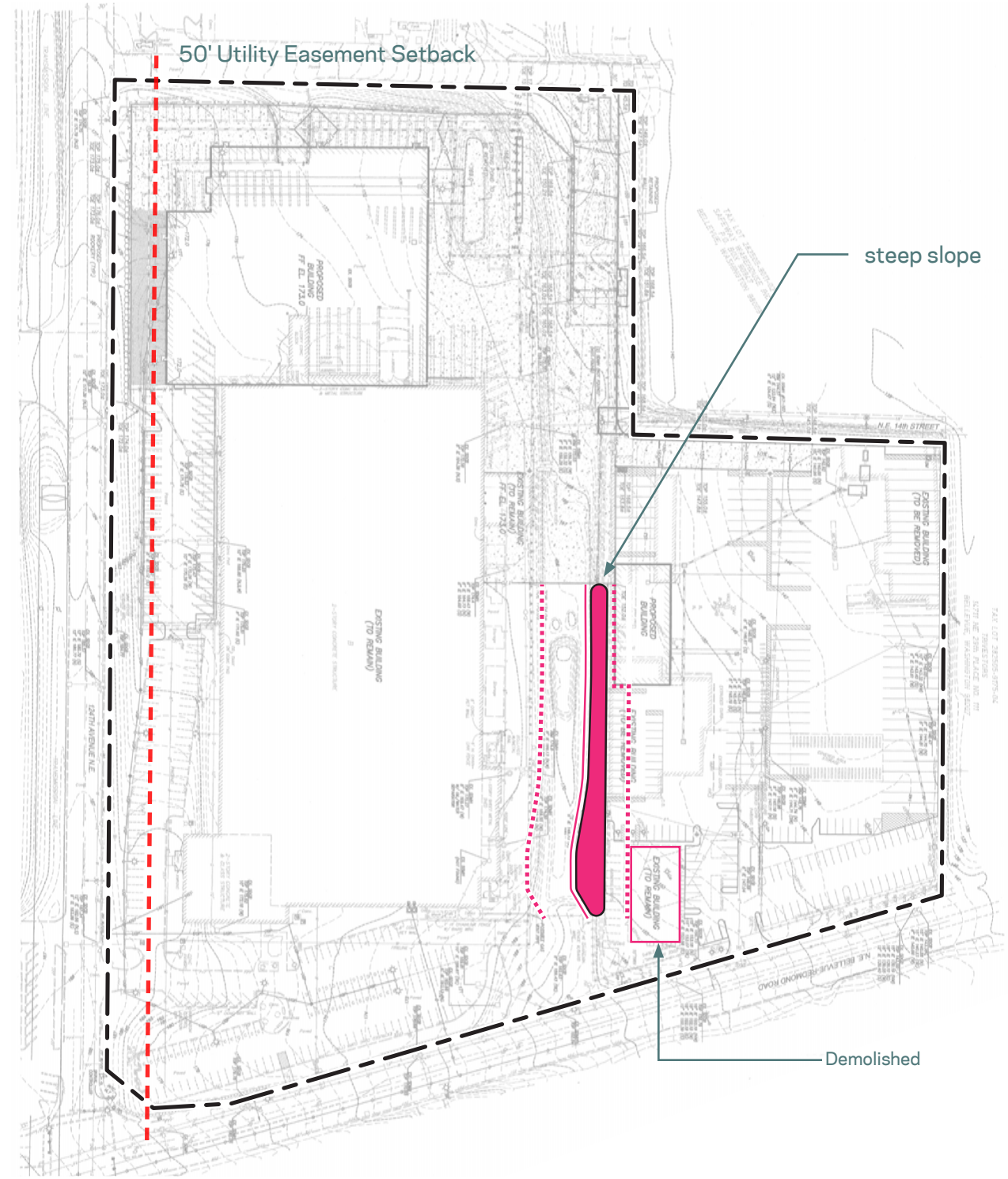


Site Diagram

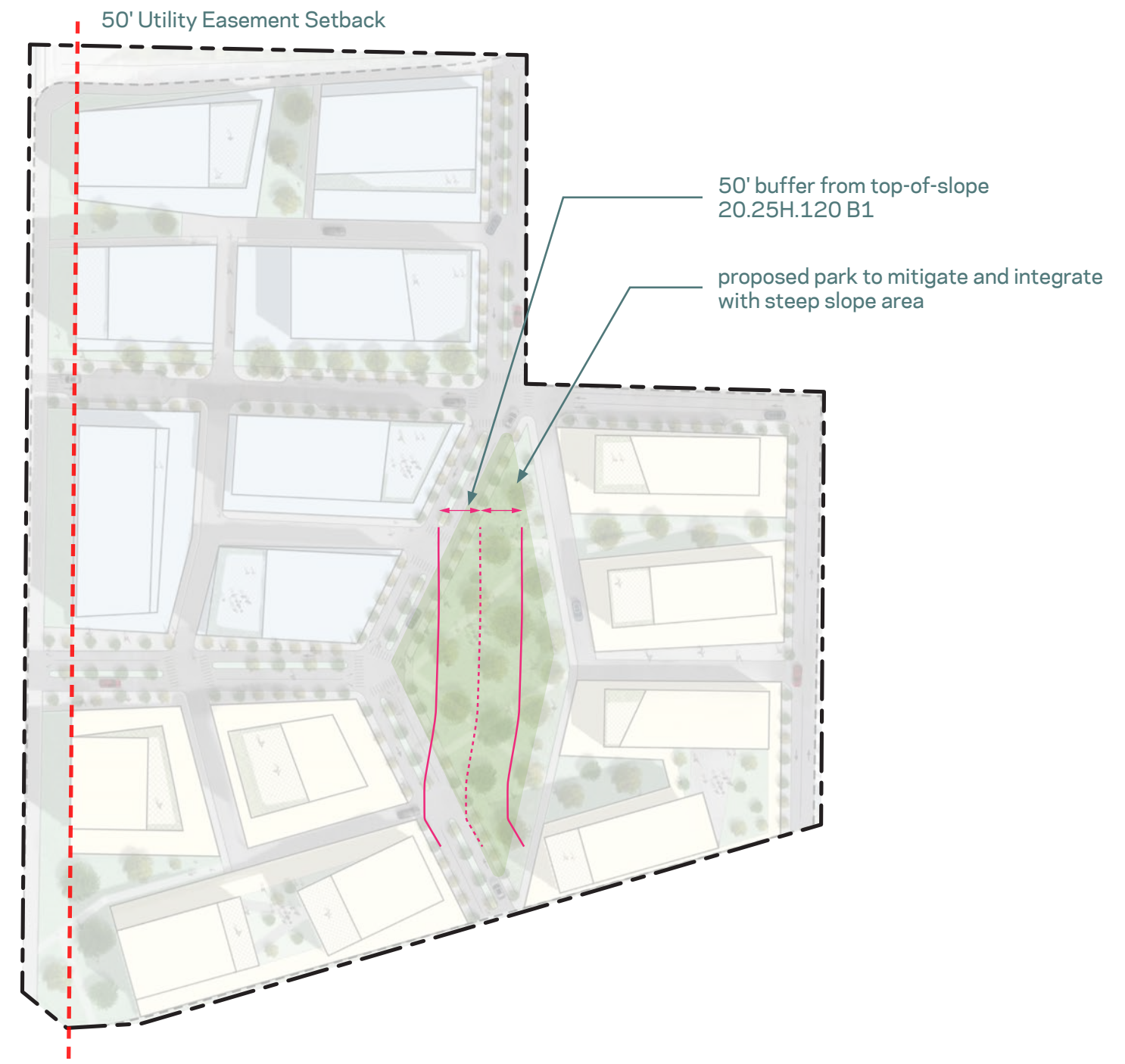


Conceptual Layout based on Bel-Red
1,200' perimeter block limit

Site Constraints Diagram

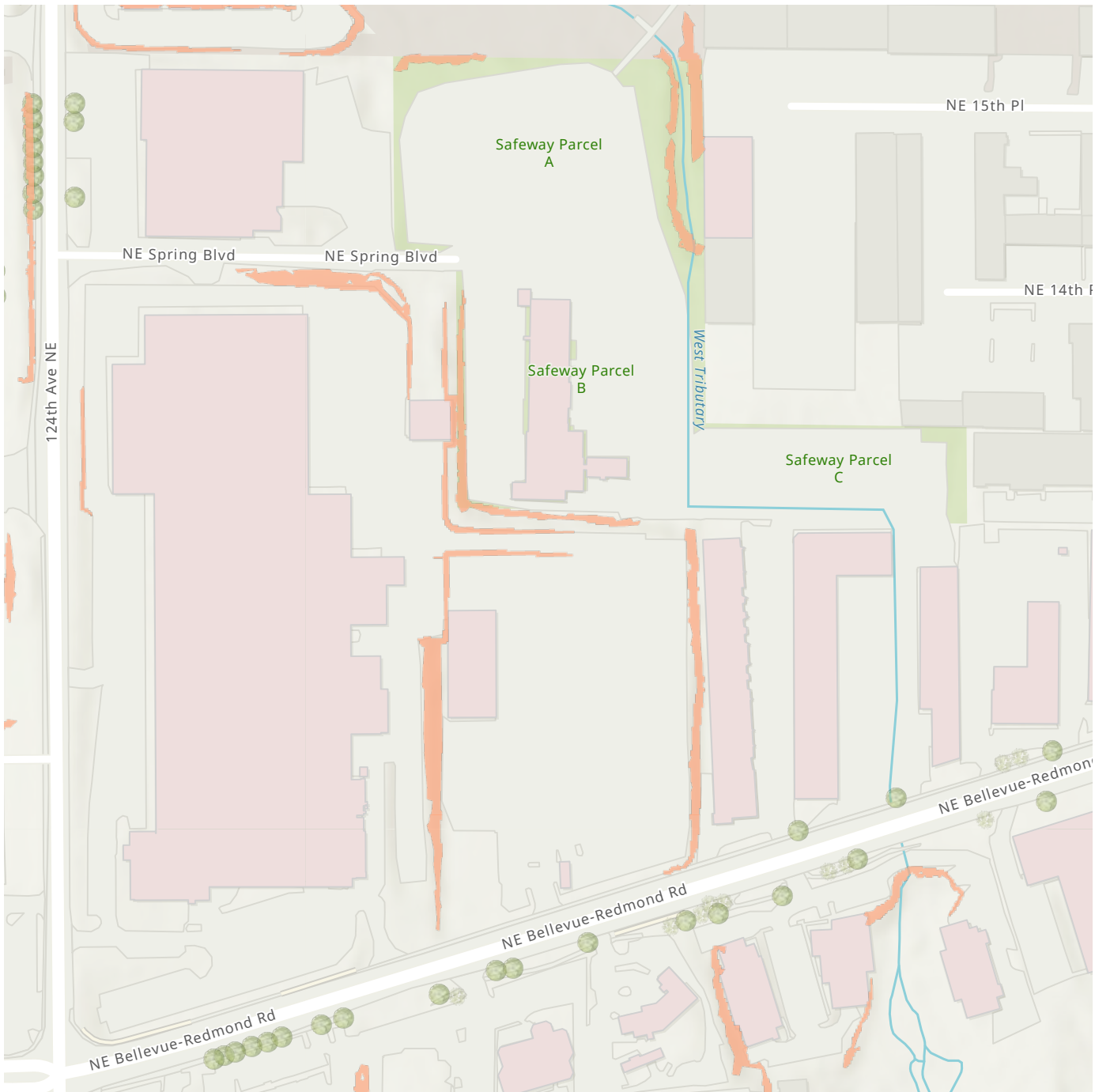


Existing Site Plan

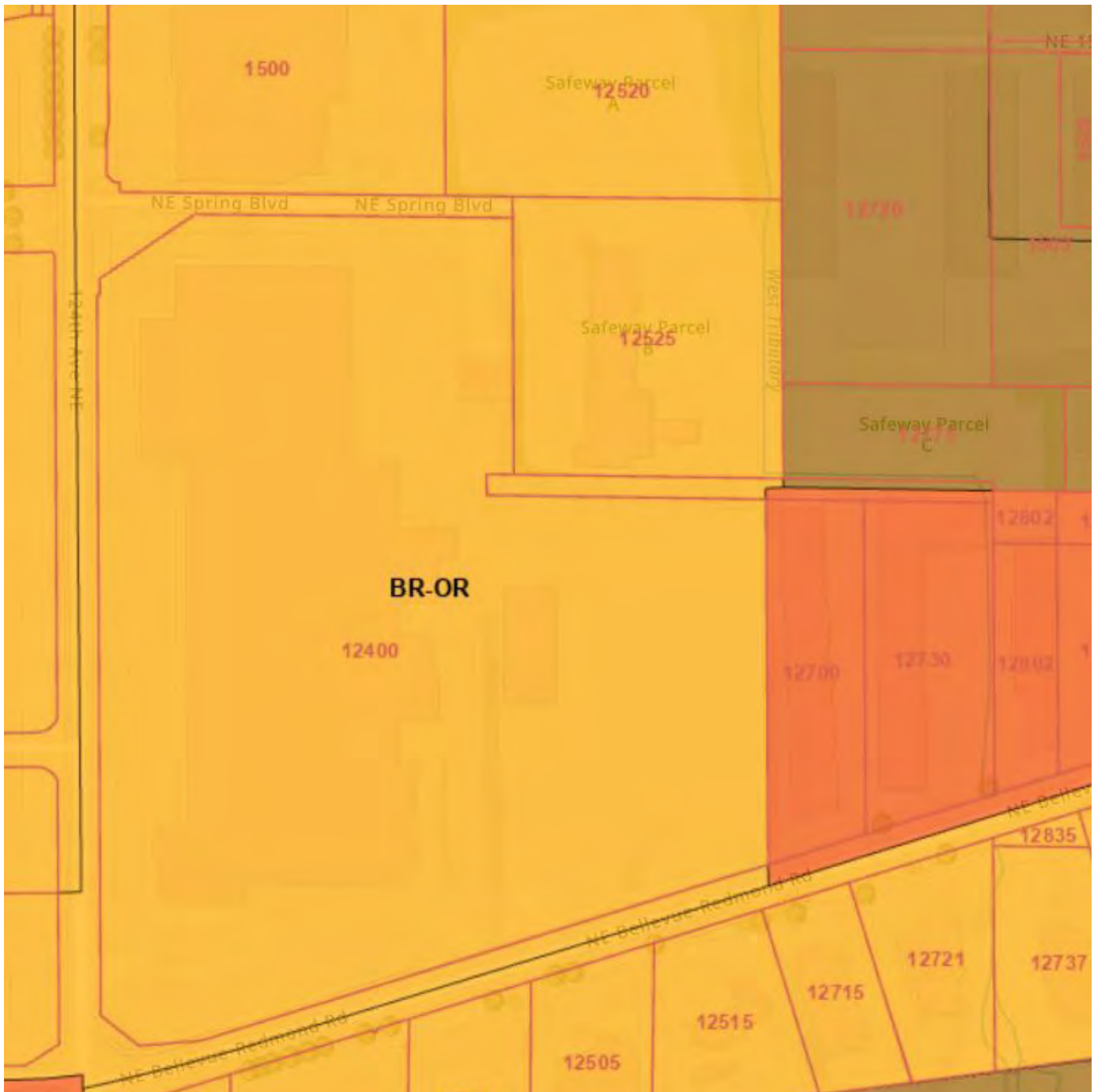


Overlay Site Plan

Existing Conditions



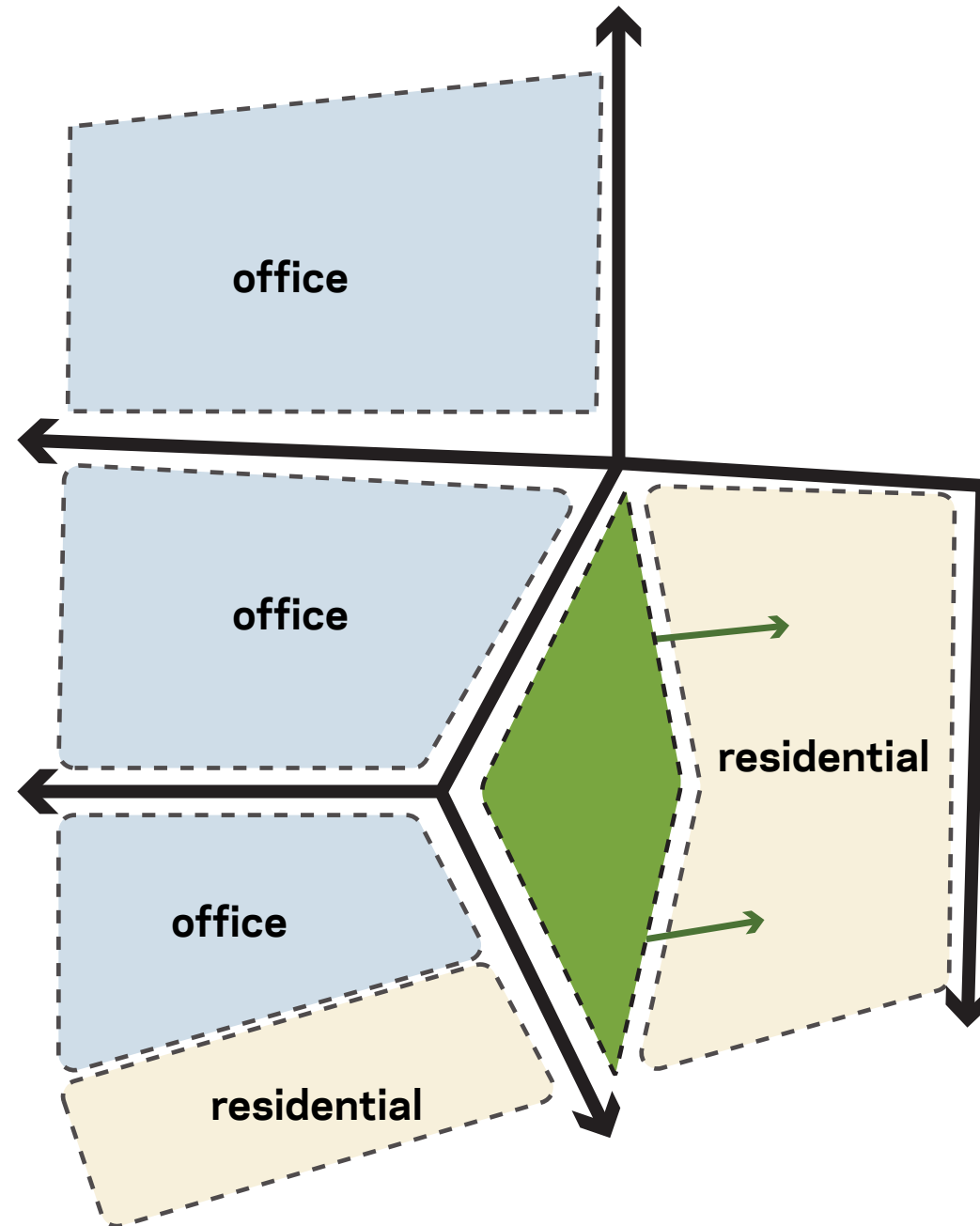
Existing Mapped Steep Slopes - Assumed Man-Made Based on Site Conditions



Existing Site Zoning Plan

Metrics - Comparison Option

40% residential / 60% office



Comparison Development Limits

Height Limit	180'
FAR	4.5
Total Allowable	4,356,720 sf

Program Distribution

Residential	1,930,000 sf
Office	2,000,000 sf
Total	3,930,000 sf

Open Space	124,000 sf
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Approximate Program Yield

Residential Units	2,200 units
<small>Average 700sf Unit Size</small>	
Number of Jobs	6,000 jobs
<small>1 per 330 sf</small>	

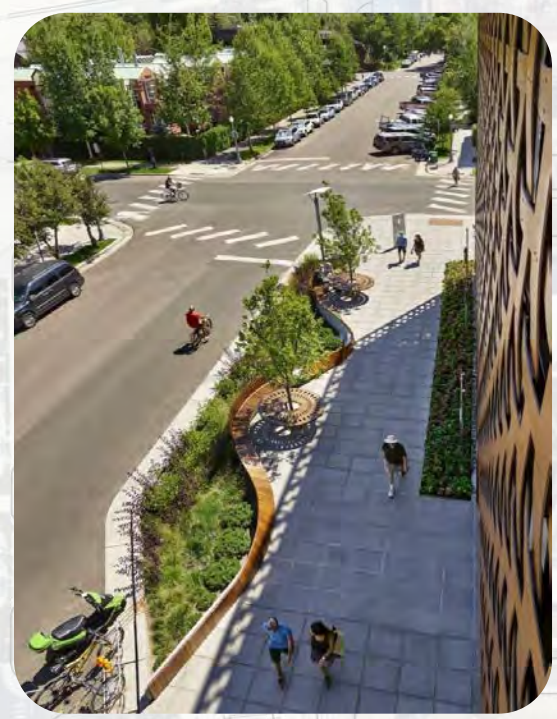
Option 40/60

40% residential / 60% office

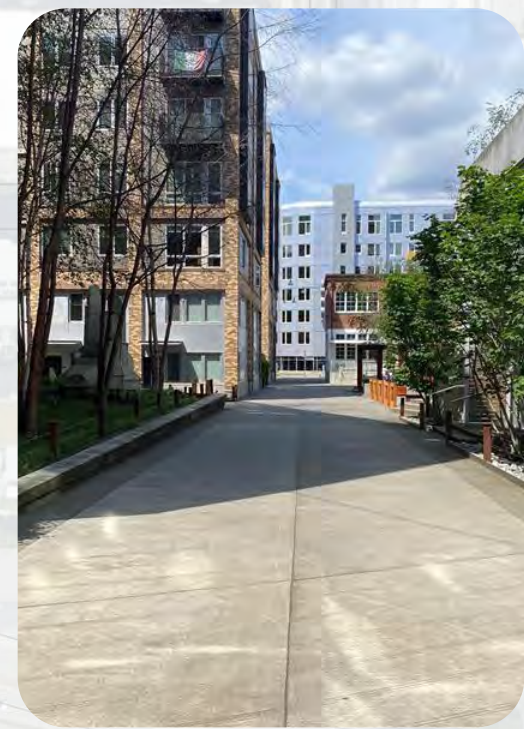


Street Diagram

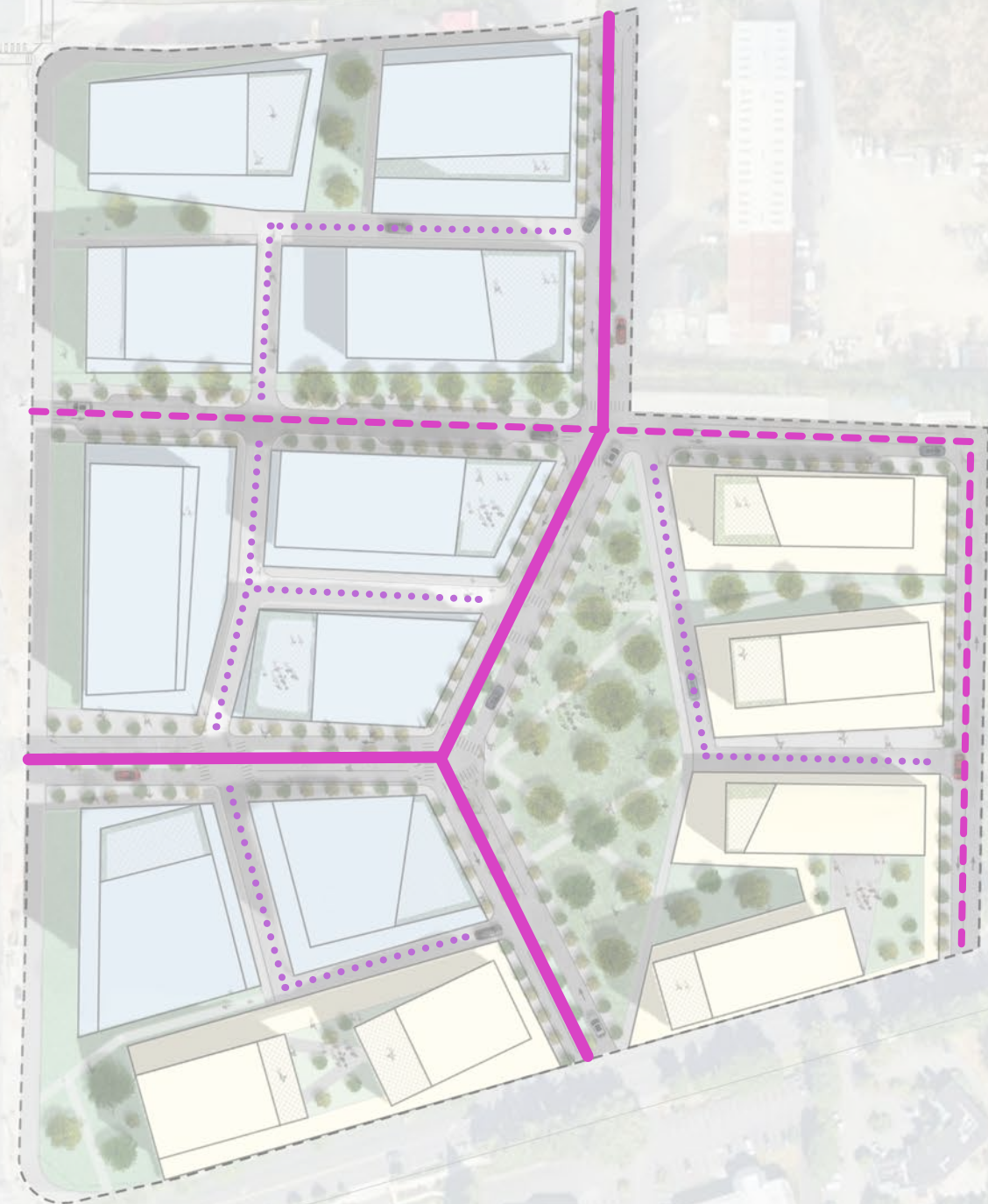
40% residential / 60% office



Secondary Road



Alley/Shared Sidewalks



Main Road

- Main Road
- - - Secondary Road
- Alley

Park Diagram

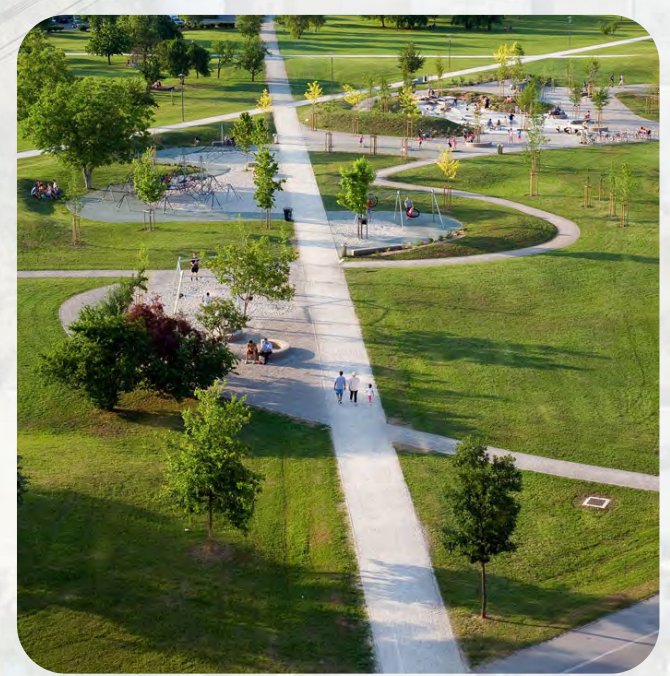
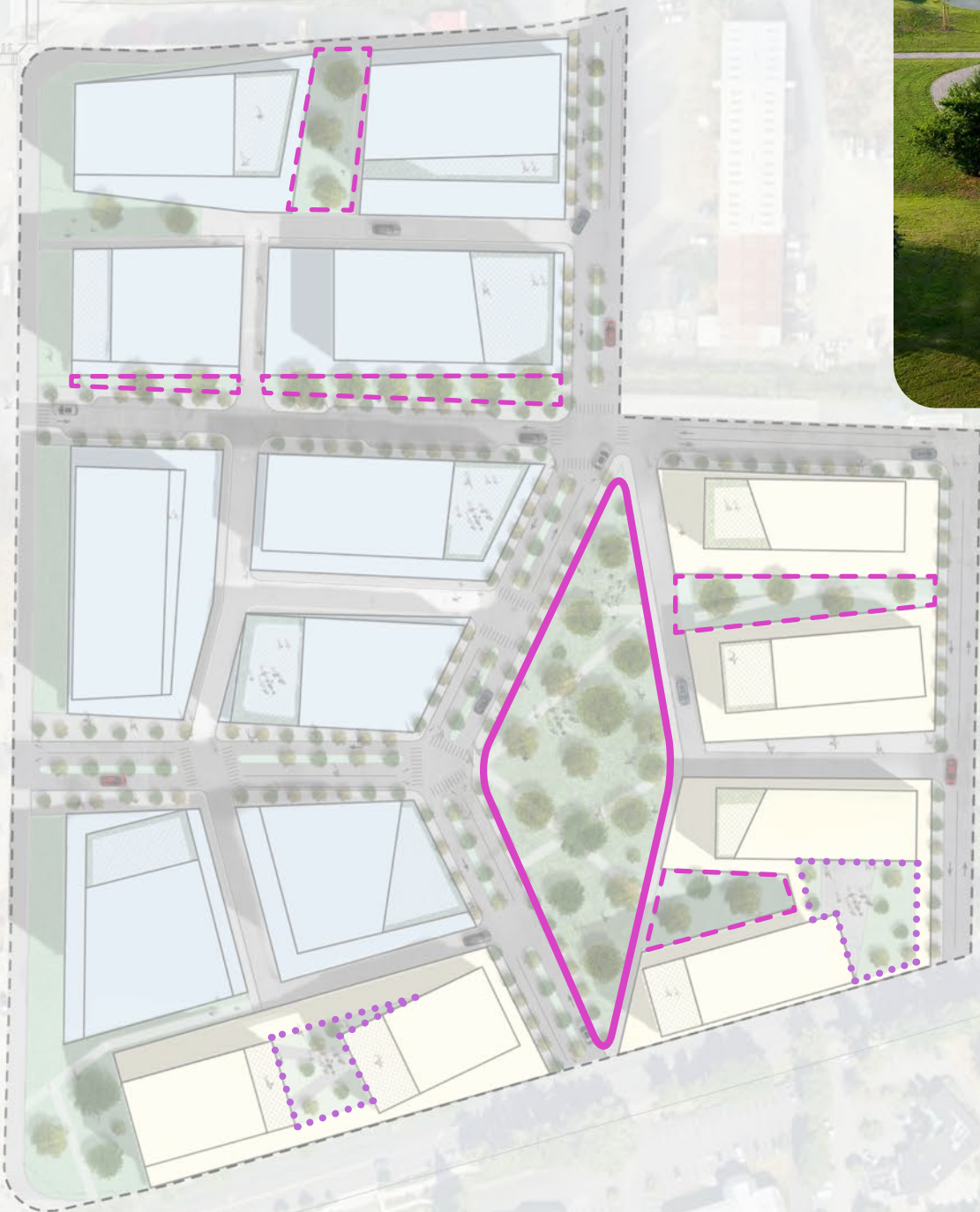
40% residential / 60% office



Secondary Pocket Park



Green Rooftop



Central Park

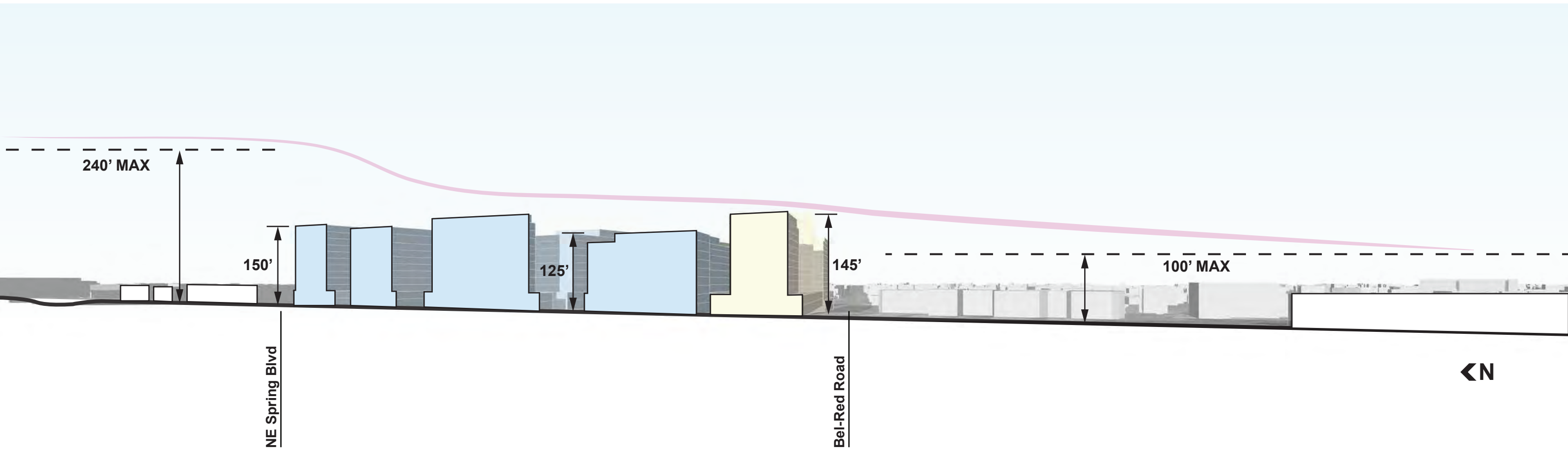
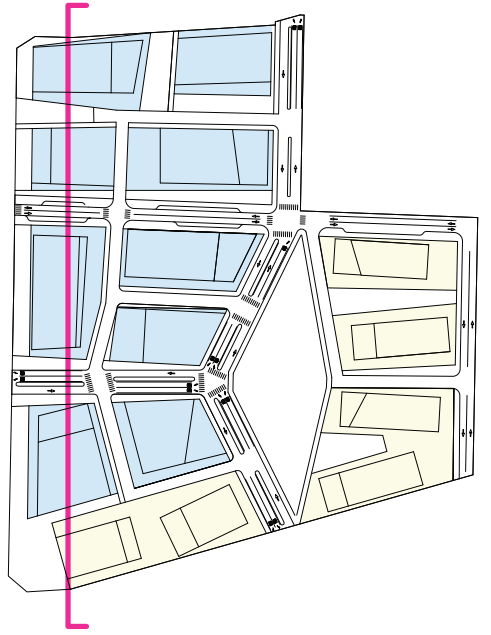


Secondary Pocket Park

- Central Park
- - - Secondary Pocket Park
- Green Rooftop

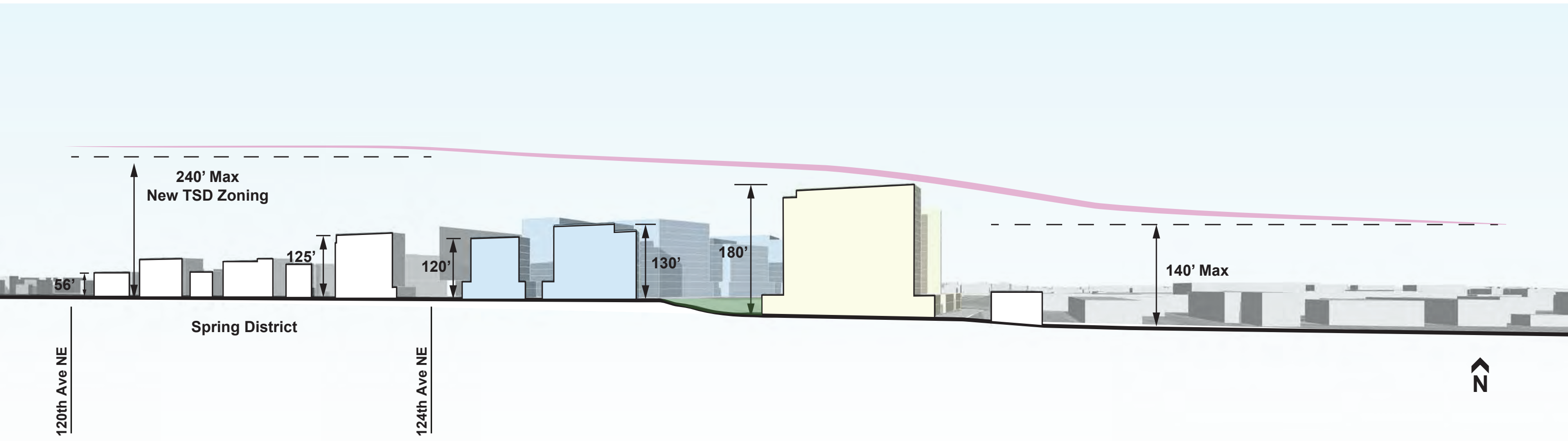
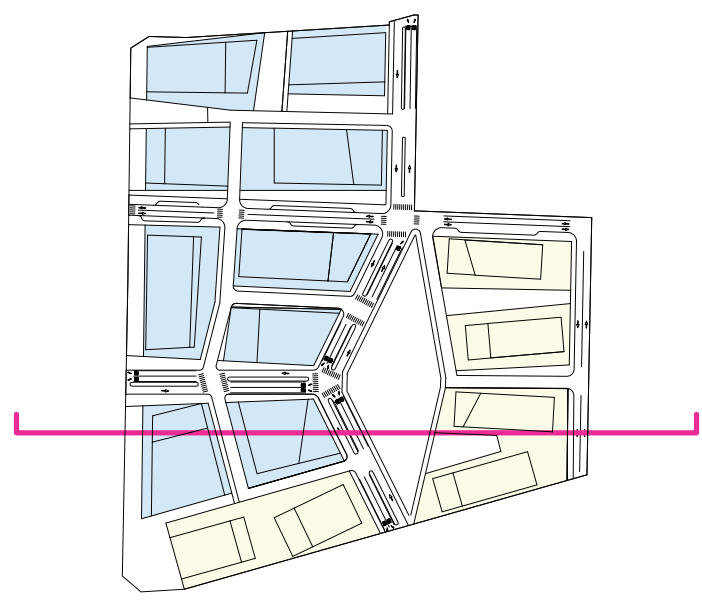
Section A

40% residential / 60% office



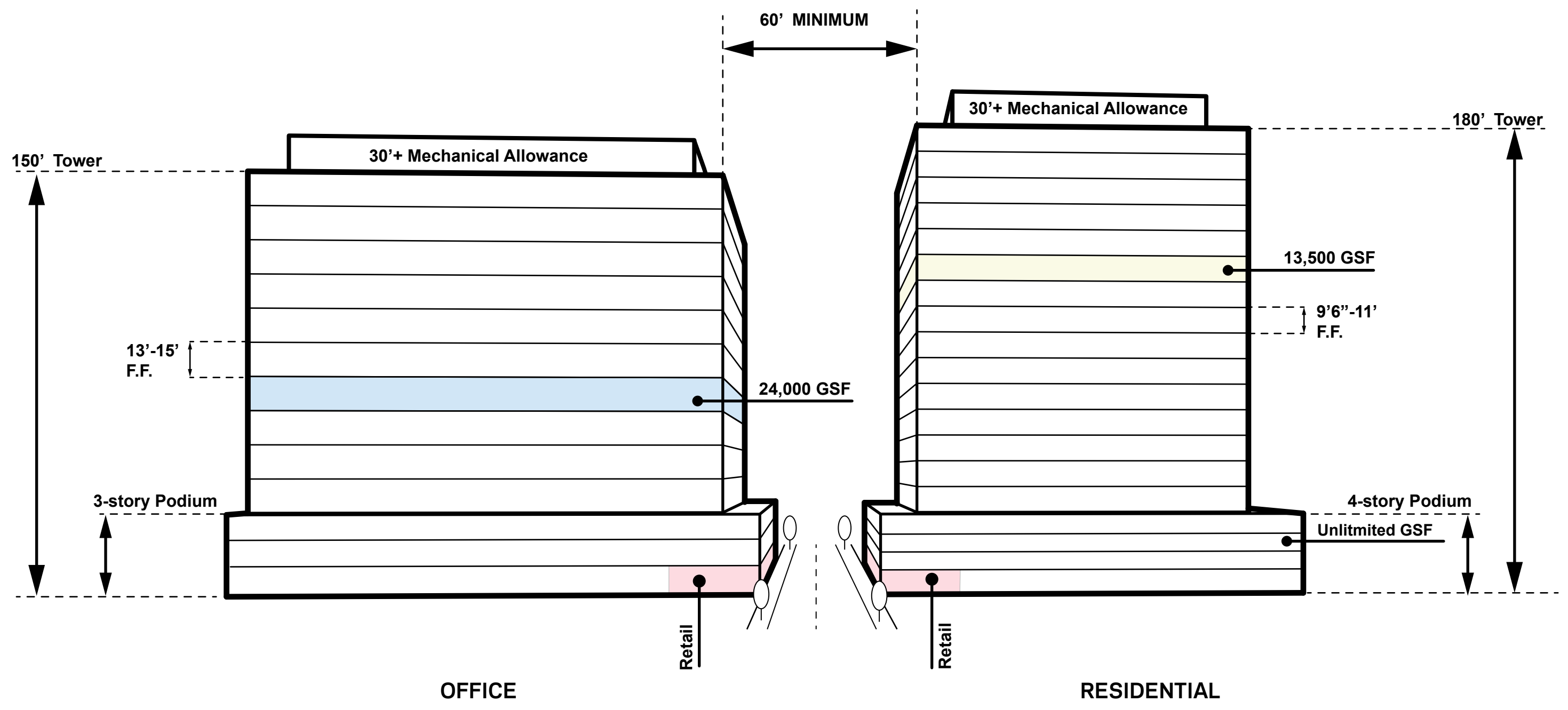
Section B

40% residential / 60% office



Zoning

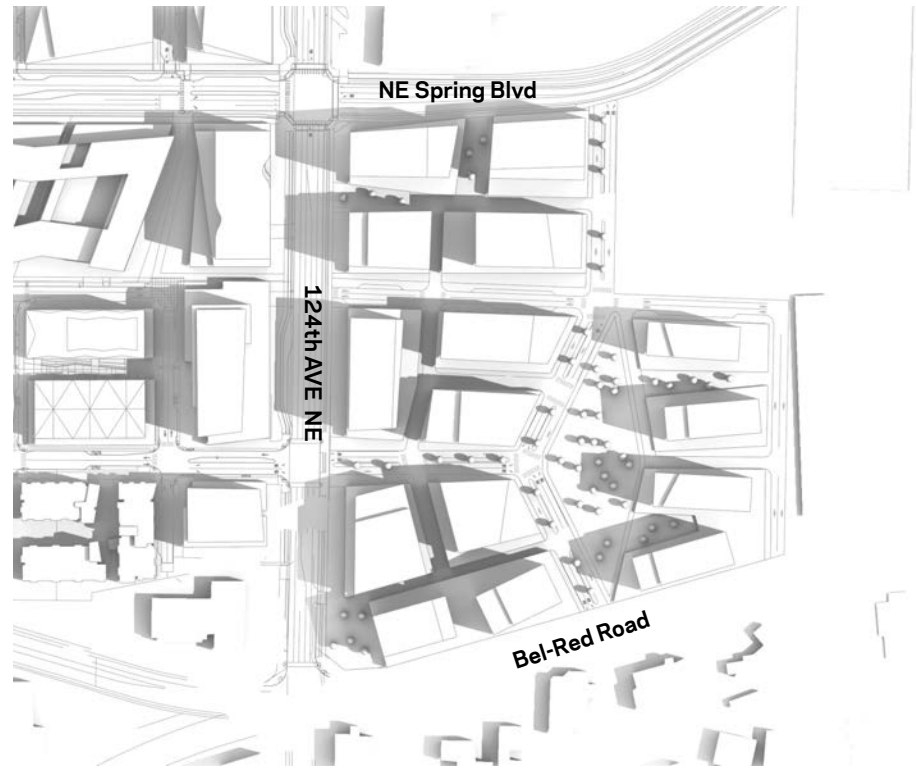
40% residential / 60% office



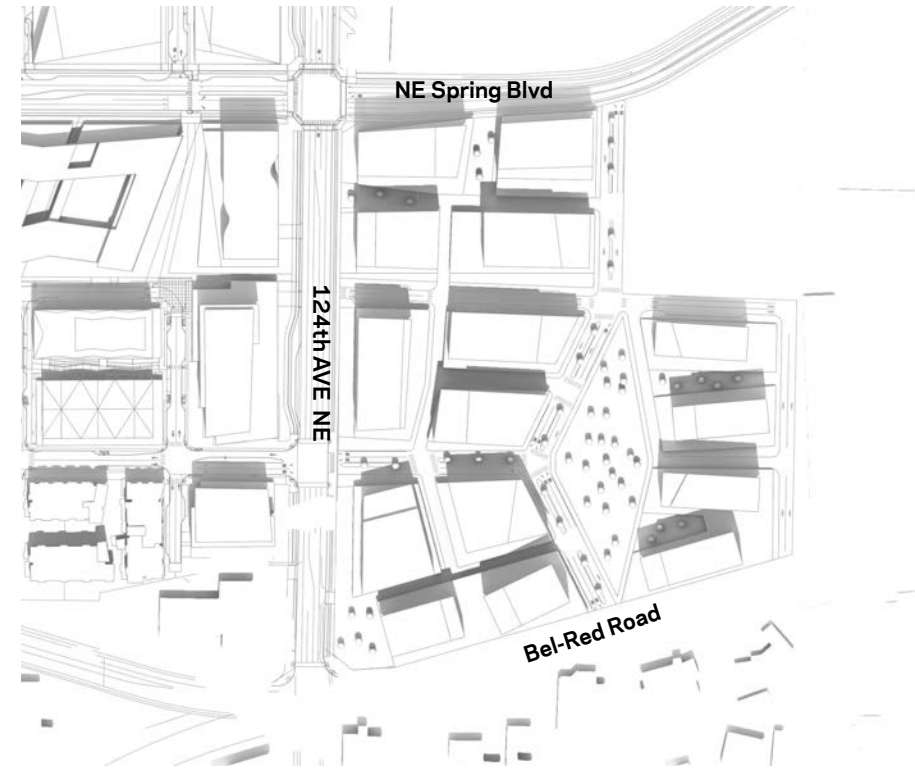
Solar Study

40% residential / 60% office

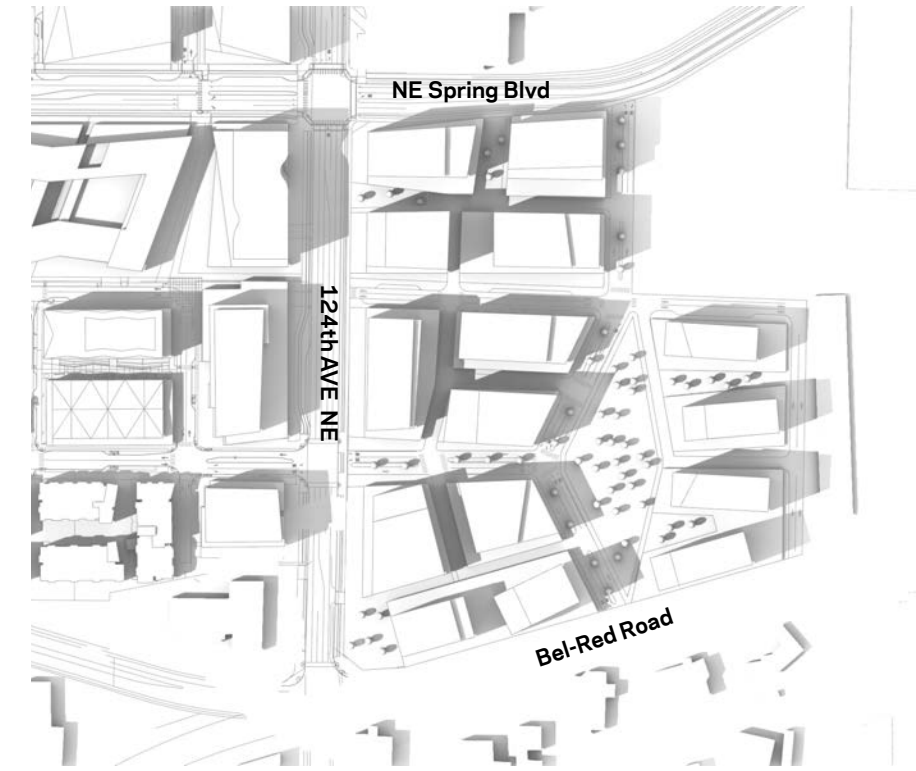
Finding: shading impacts only experienced during winter months



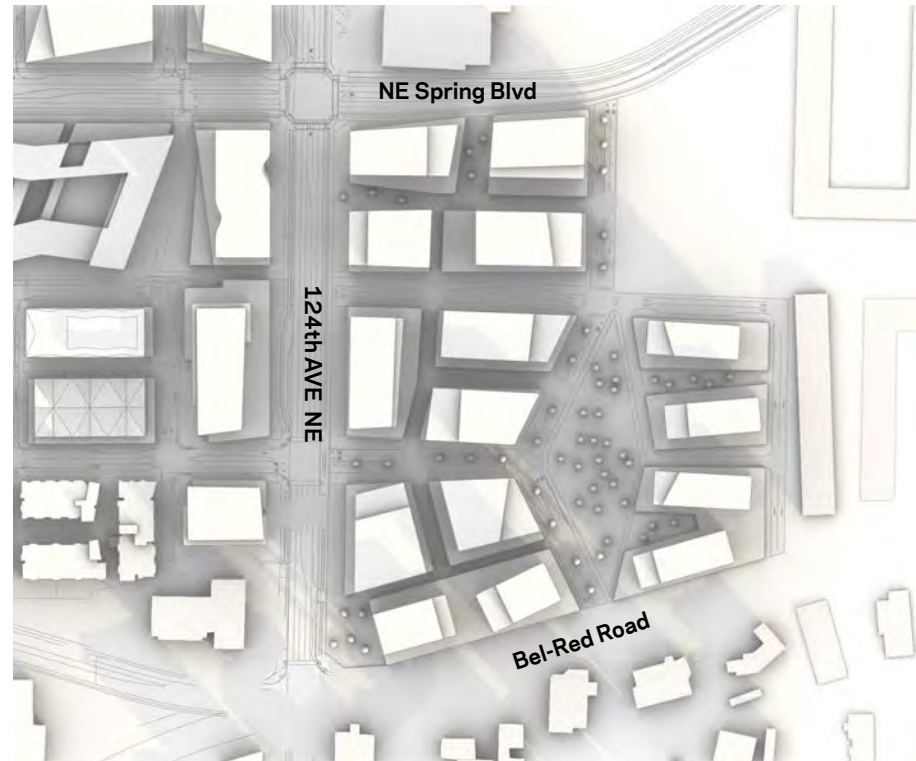
June 21 | 9am



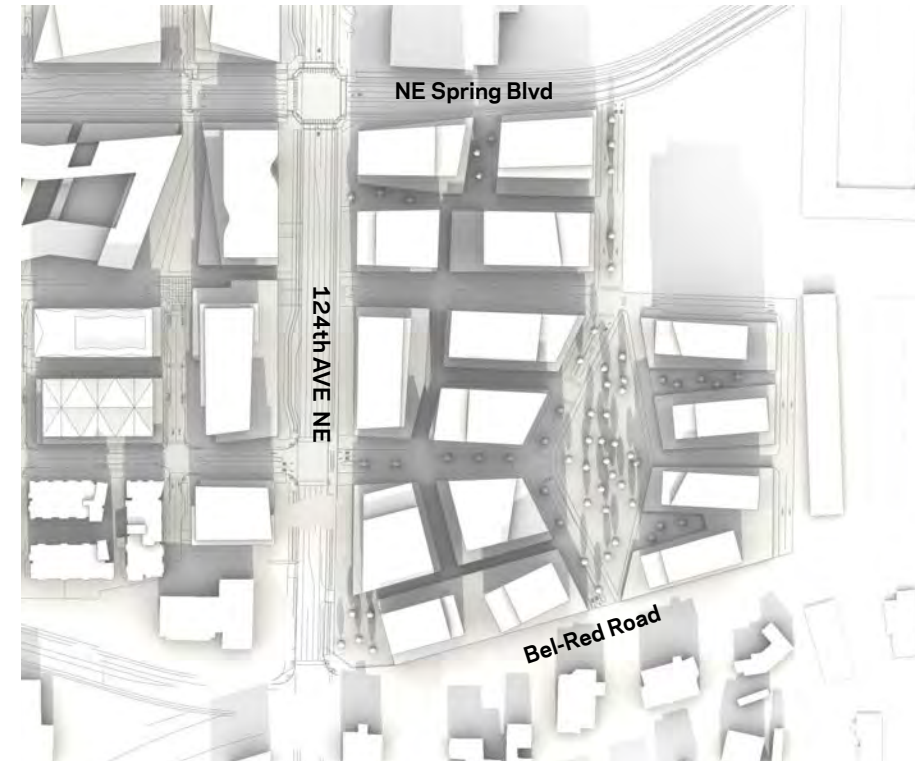
June 21 | 12pm



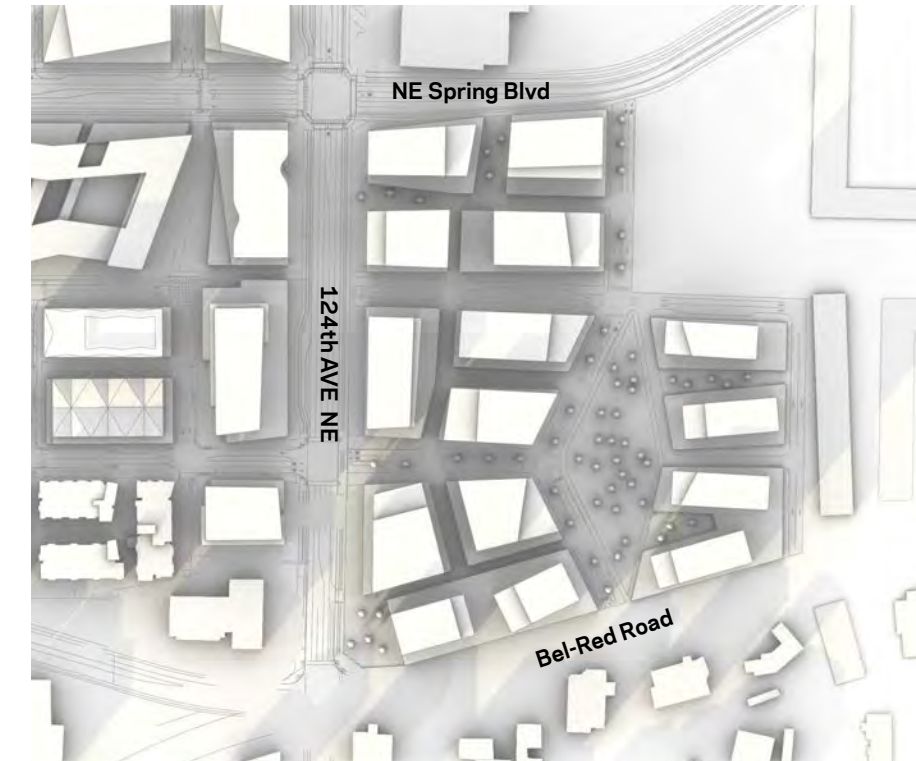
June 21 | 3pm



December 21 | 9am



December 21 | 12pm



December 21 | 3pm

Rendering

40% residential / 60% office



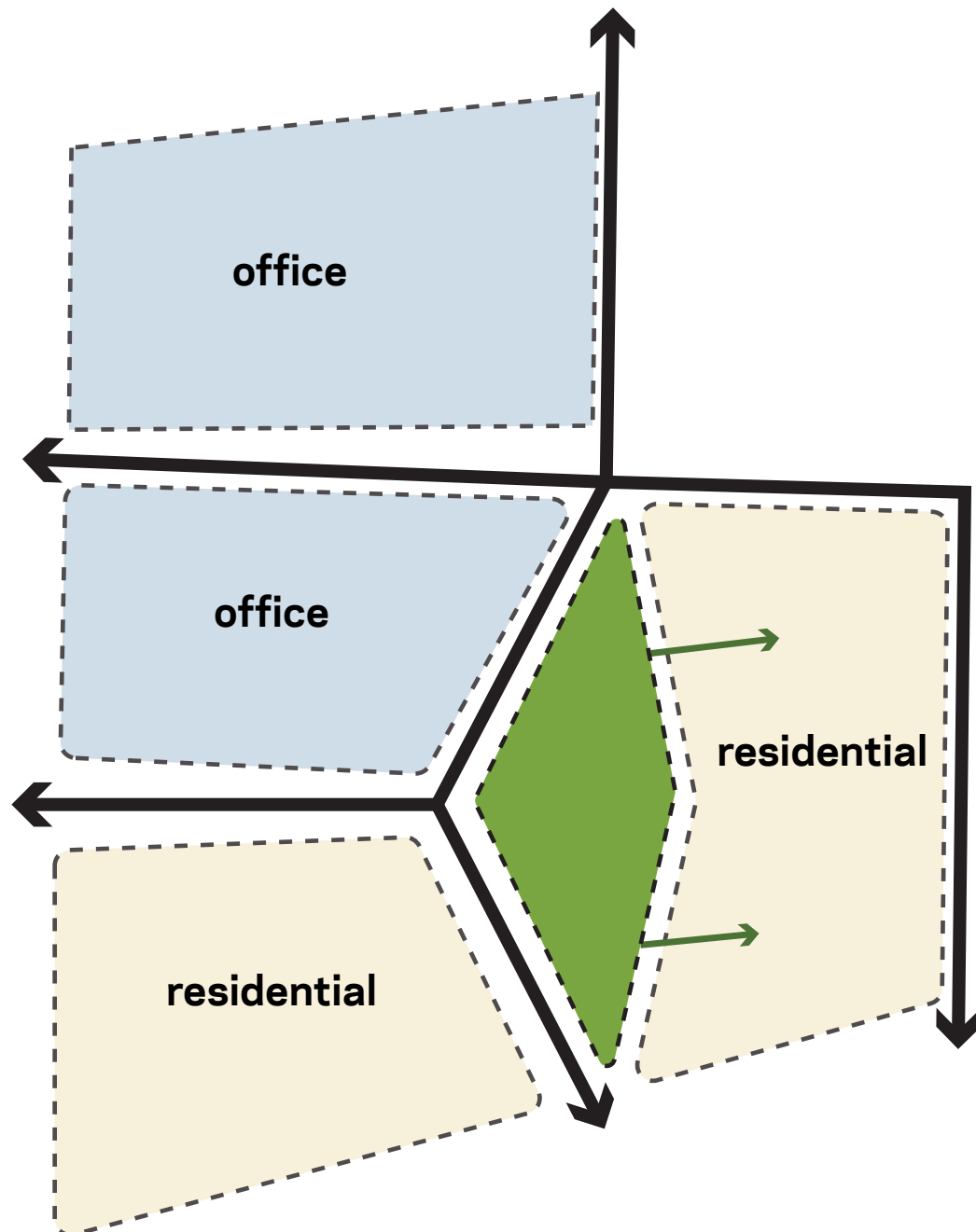
Rendering

40% residential / 60% office



Metrics - Preferred Option

60% residential / 40% office



Proposed Development Limits

Height Limit	240'
FAR	6
Total Allowable	5,228,064 sf

Program Distribution

Residential	2,860,000 sf
Office	1,970,000 sf
Total	4,830,000 sf

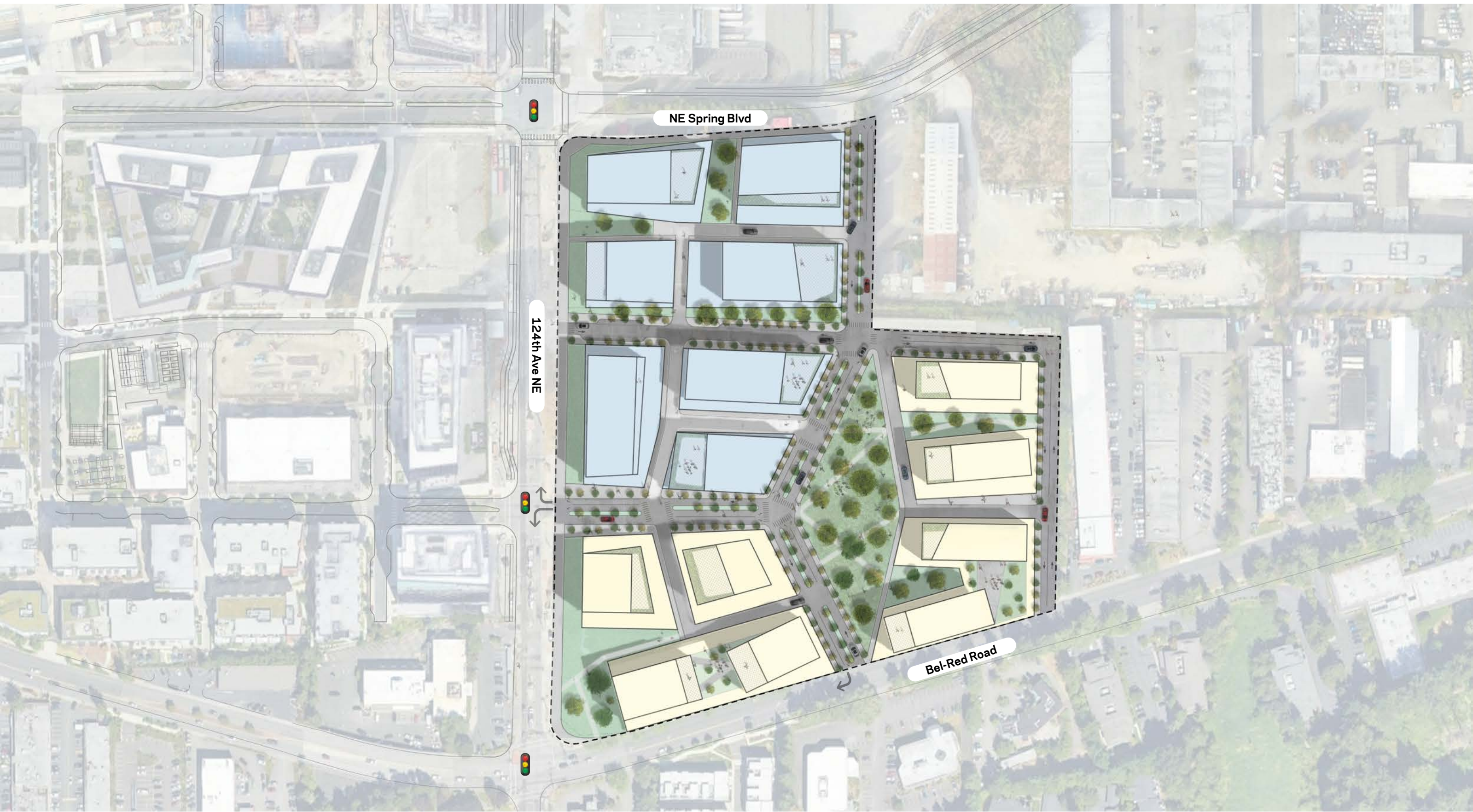
Open Space 164,000 sf

Approximate Program Yield

Residential Units	3,200 units
<small>Average 700sf Unit Size</small>	
Number of Jobs	5,900 jobs
<small>1 per 330sf</small>	

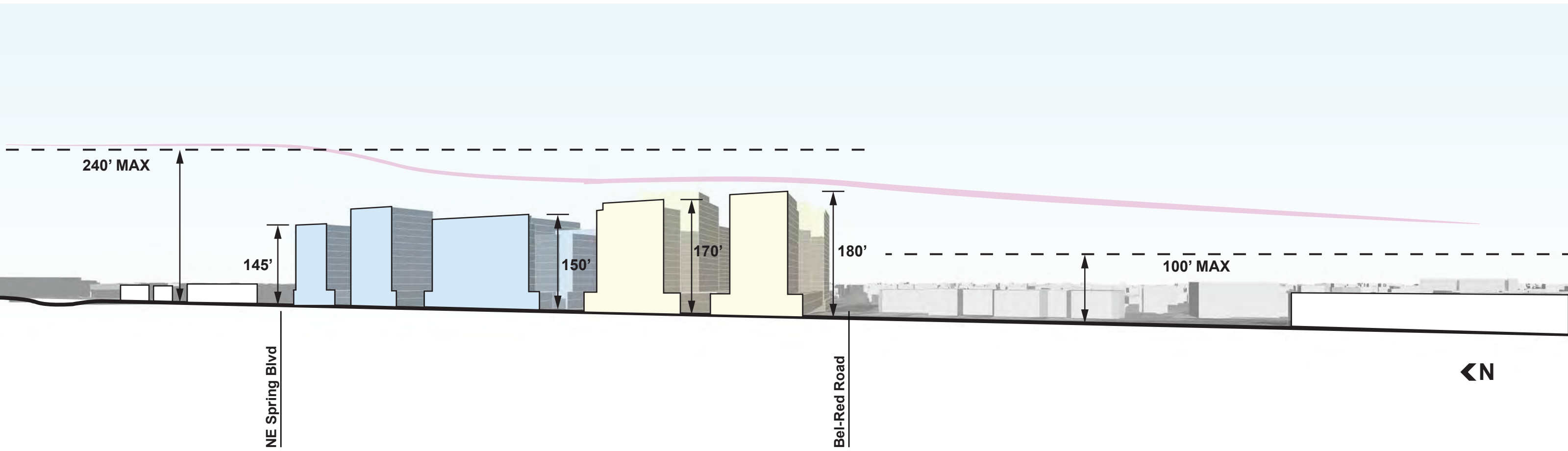
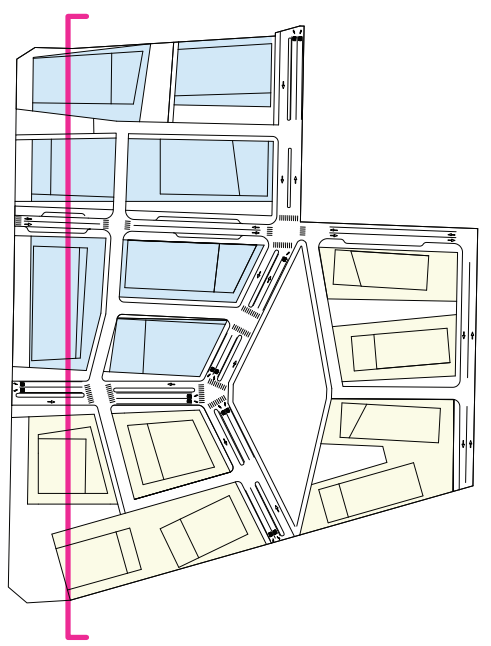
Option 60/40

60% residential / 40% office



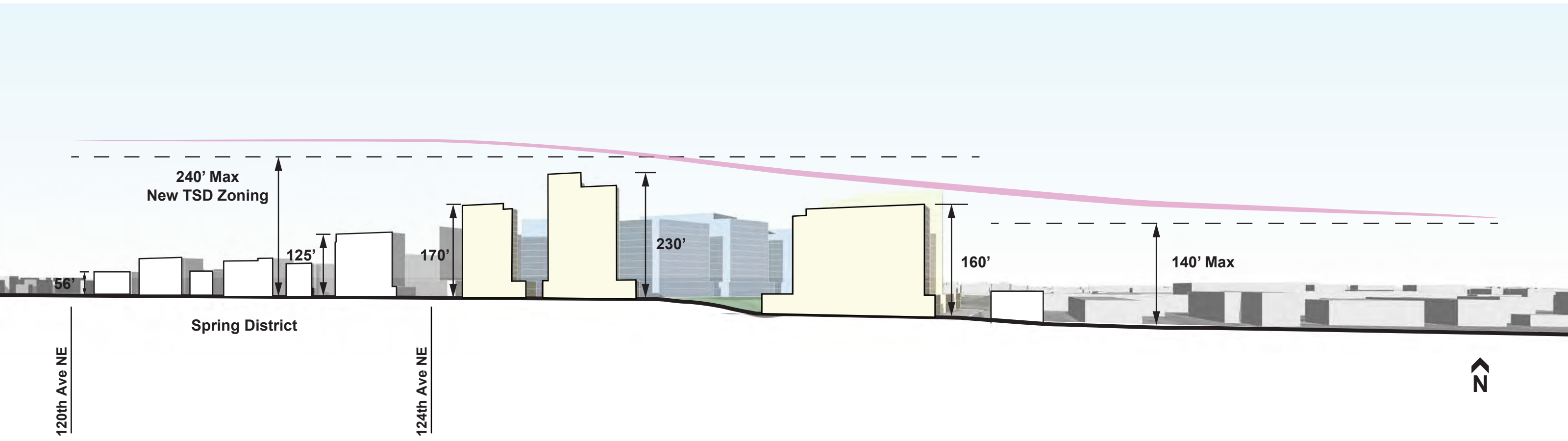
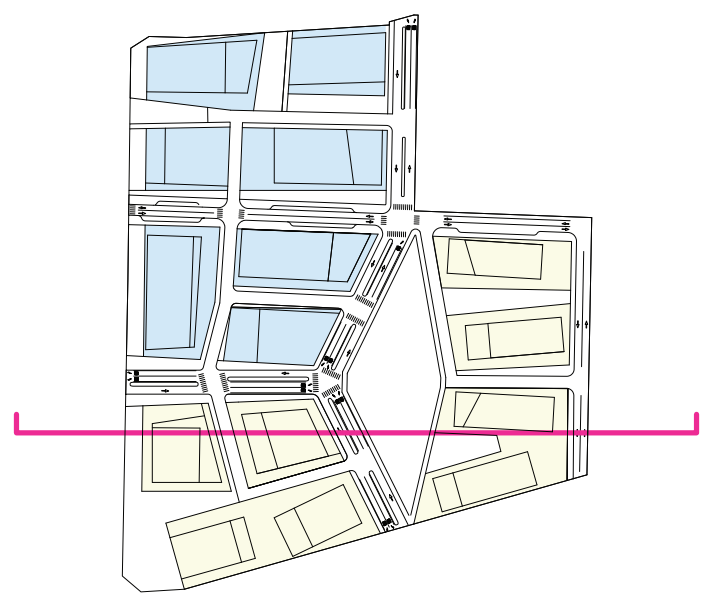
Section A

60% residential / 40% office



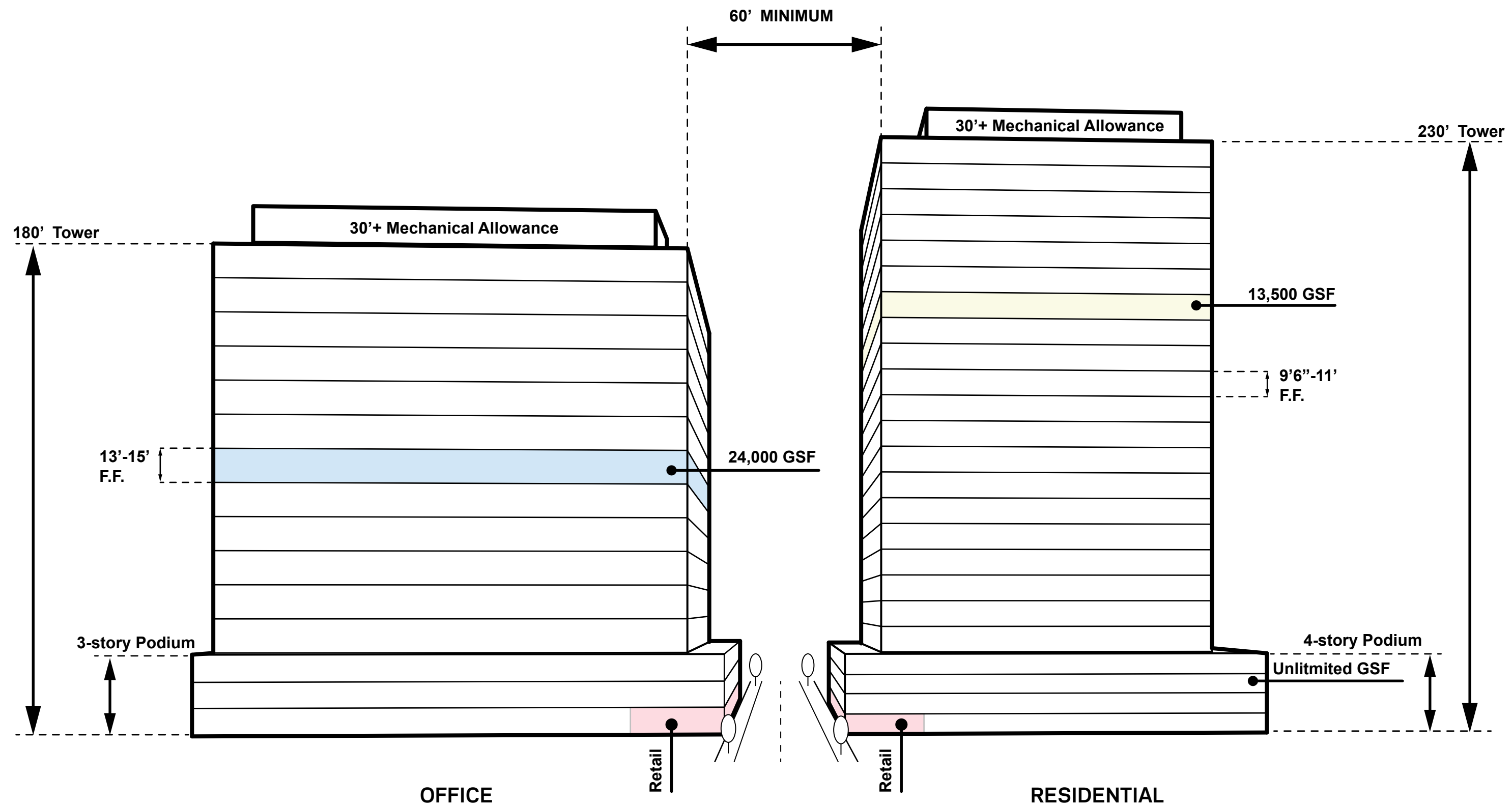
Section B

60% residential / 40% office



Zoning

60% residential / 40% office



Rendering

60% residential / 40% office

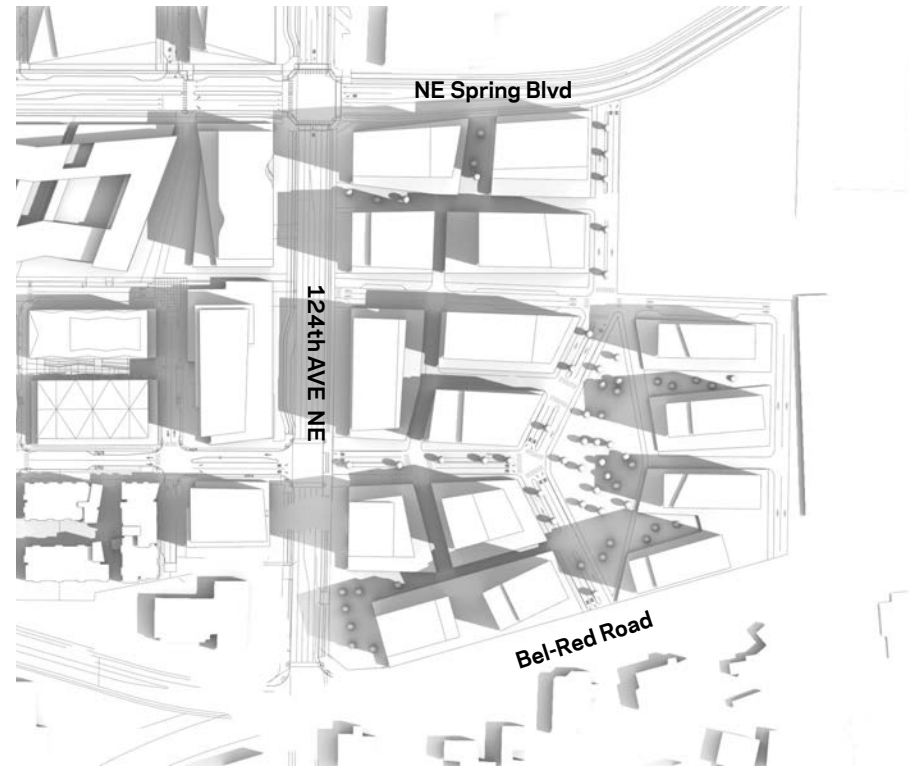


Rendering

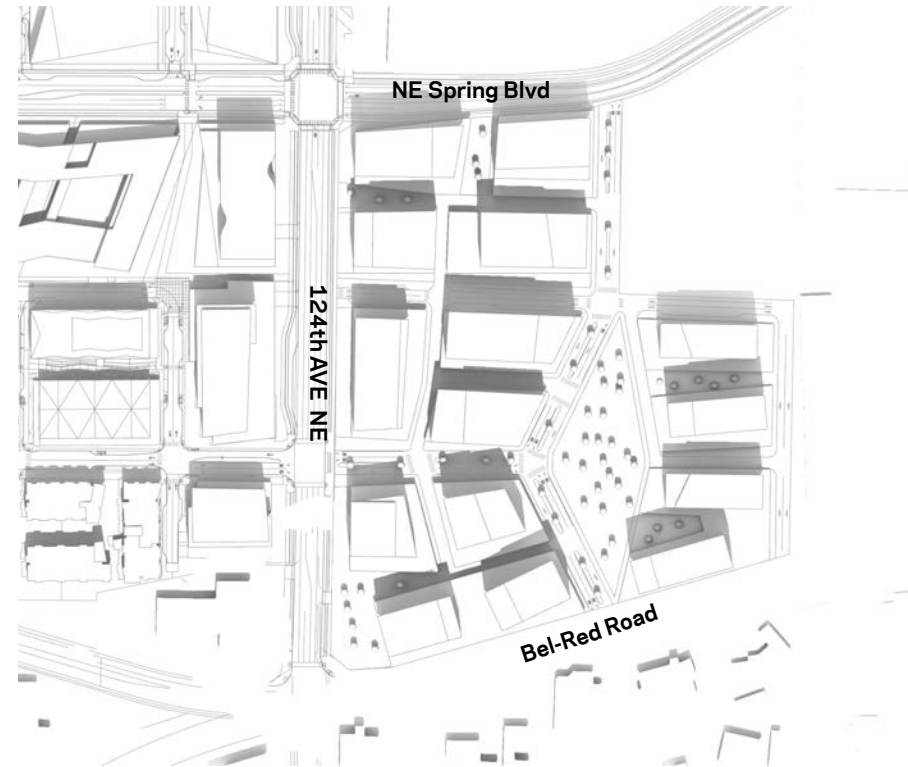
60% residential / 40% office



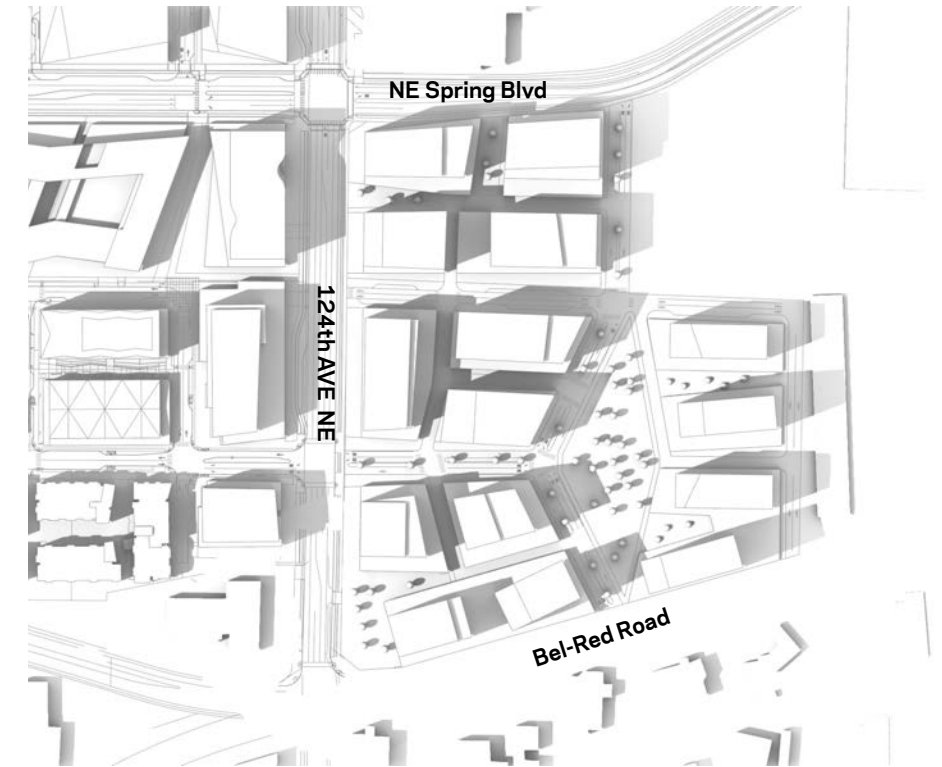
Finding: shading impacts only experienced during winter months



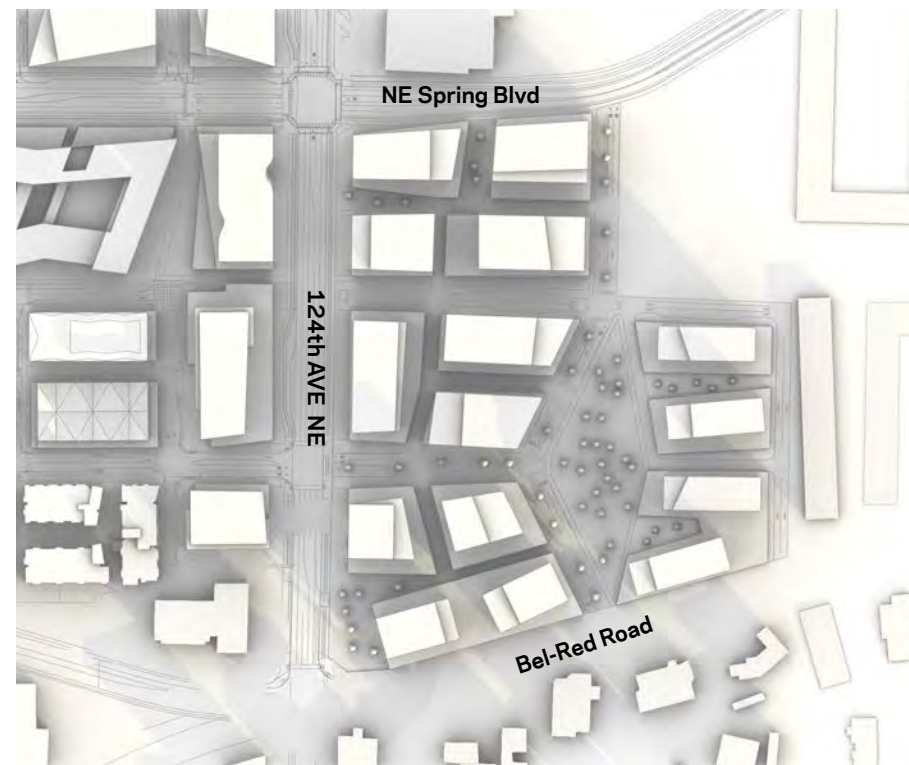
June 21 | 9am



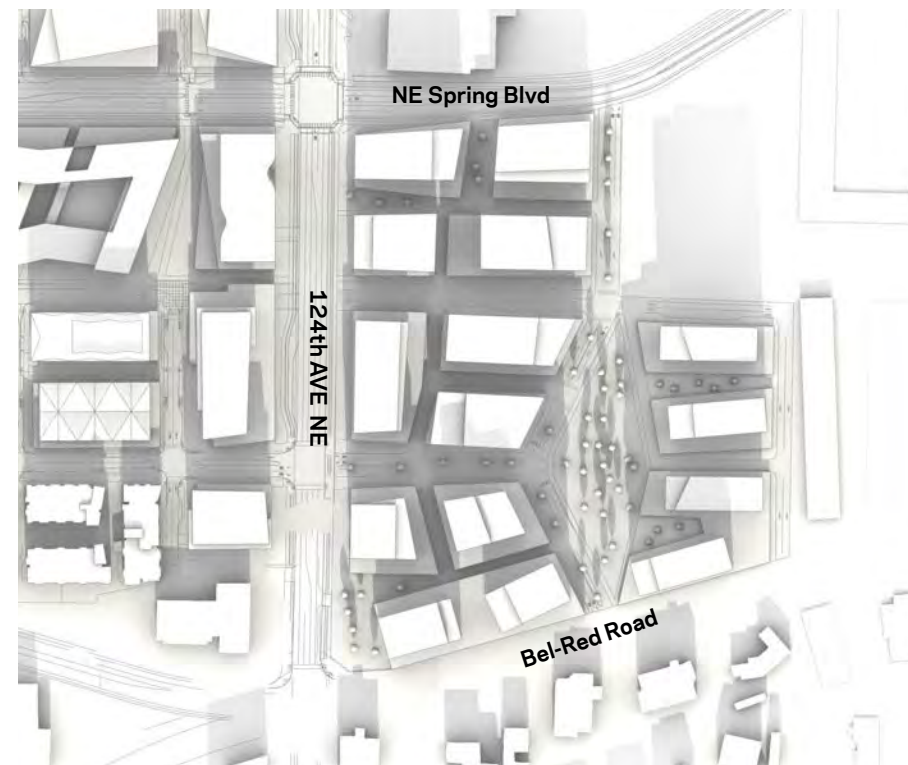
June 21 | 12pm



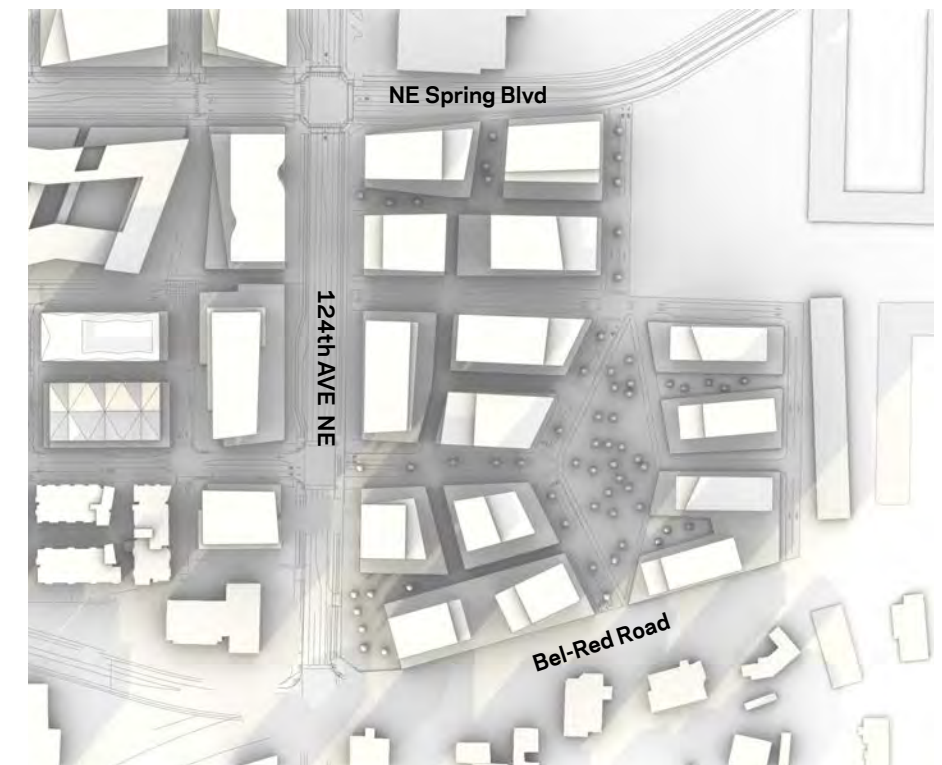
June 21 | 3pm



December 21 | 9am



December 21 | 12pm



December 21 | 3pm

Summary

40% Residential / 60% Office



Comparison Development Limits

Height Limit	180'
FAR	4.5
Total Allowable	4,356,720 sf

Program Distribution

Residential	1,930,000 sf
Office	2,000,000 sf
Total	3,930,000 sf

Open Space 124,000 sf

Residential Units 2,200 units
Average 700sf Unit Size

Number of Jobs 6,000 jobs
1 per 330sf

60% Residential / 40% Office



Preferred

Proposed Development Limits

Height Limit	240'
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Total Allowable	5,228,064 sf

Program Distribution

Residential	2,860,000 sf
Office	1,970,000 sf
Total	4,830,000 sf

Open Space 164,000 sf

Residential Units 3,200 units
Average 700sf Unit Size

Number of Jobs 5,900 jobs
1 per 330sf



December 11, 2023

City of Bellevue
Planning Commission
450 110th Avenue NE
Bellevue, WA 98004

RE: Item 8.c. of December 13 Planning Commission Meeting Agenda
Comprehensive Plan Amendments for the BelRed Look Forward
Request to Maintain and Amend Policy S-BR-54

Commissioners,

Please retain Bel-Red Subarea Plan Policy S-BR-54 and amend it to clarify that the intent of the transportation element of the Bel-Red Subarea Plan is to both add new arterial capacity and maintain the capacity of the existing arterials.

Proposed policy language (new language is underlined):

S-BR-54 – Maintain existing arterials, and design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to citywide and regional travel demand.

The Transportation Department's stated rationale for eliminating S-BR-54 is "The design of arterials and local streets is provided for in the citywide Transportation Design Manual. Bel-Red-specific design components are included in the Bel-Red Streetscape Plan (This is Appendix B to the Transportation Design Manual). Bel-Red Street Development Standards are in the Land Use Code 20.25D.140." The TDM covers "how" to build arterials, whereas the Comprehensive Plan concerns "whether" and "why." If this is the only reason to eliminate Policy S-BR-54, there should be no objection to maintaining the existing policy in the Subarea Plan to reflect the fact that maintaining and expanding the system is important.

Bellevue's multimodal transportation system depends heavily on the network of major arterials, minor arterials and collector arterials throughout the City. In the case of major arterials, like Bel-Red Road, NE 12th Street, 120th Ave. NE and 124th Ave. NE, their capacity impacts not just the local area, but the *regional* transportation network as well. Bel-Red lies at the confluence of the growth areas of both Bellevue and Redmond, and the Comp Plan Update's proposal to dramatically increase density in the Wilburton and Bel-Red makes the arterial system in these Subareas even more significant.

This is why Bellevue, for the last decade, and for decades to come, has and will continue to invest hundreds of millions of taxpayer dollars to pay for the expansion of arterial road improvements throughout Wilburton and Bel-Red. These new investments reflect the fact that the existing arterial system is *inadequate*, not that it is *unnecessary*.

As is evident from the arterial map and frequent transit map in the Comprehensive Plan (Map TR-2 and Map TR-4, included below), for a vibrant multimodal transportation system in the Bel-Red Subarea, and

one that serves the rest of the City and the region, it is essential that Bellevue continue to both *expand* the Bel-Red arterial system, and *maintain* the capacity that exists today.

The existing Comprehensive Plan and Bel-Red Subarea Plan support the concept of maintaining and expanding arterials in Bel-Red and throughout the City for the following reasons:

1. Support new development.

- S-BR-4 - Develop and implement a phased approach to new commercial development, so that transportation...infrastructure is in place or committed to serve the needs of growth...
- TR-50 – Provide an arterial system [to] support local and regional mobility and land use plans.
- S-BR-54 – Serve travel demand generated by the Bel-Red Land Use Plan.

2. Reduce traffic congestion, improve the travel experience and preserve mobility capacity.

- TR-2 – To aggressively plan, manage, and expand the transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.
- TR-52 – Classify city streets according to their function, so that needed mobility capacity may be preserved.
- TR-56 – Ensure that maintenance of the existing transportation system be given priority consideration.

3. Support the Frequent Transit Network.

- TR-78 – Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between Activity Centers.

4. Protect neighborhoods from traffic spillover impacts.

- The stated goal of the Bel-Red Subarea Plan Transportation Element is “To create a more complete, connected and well-balanced transportation system, while protecting neighborhoods from spillover traffic impacts...”
- S-BR-3 - Reduce and mitigate the...transportation spillover impacts of new development...


5. Serve citywide and regional travel demand.

- S-BR-54 – Serve travel demand generated by...citywide and regional travel demand.

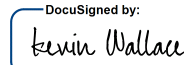
As to the proposed amendment, it is evident from the context and other sections of the document that when drafting the original Subarea Plan, the Commission, Council and City staff saw maintaining Bel-Red’s existing arterial roads as a given. It still should be, but it has become apparent that the Comprehensive Plan needs to state it plainly.

Thank you for considering our comments.

Sincerely,

DocuSigned by:

 37523C599F0C44E...
 Mariya Frost

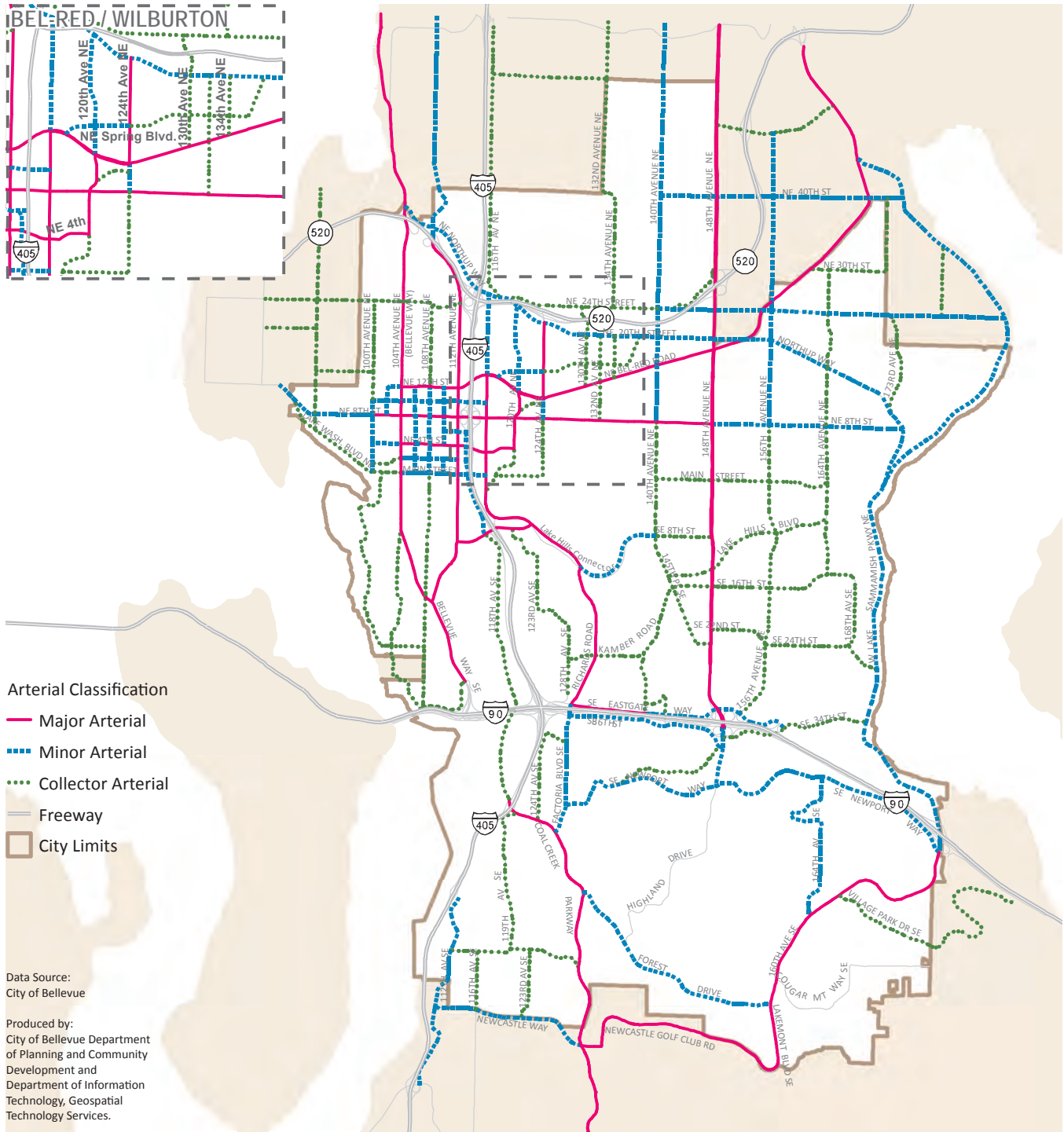
Transportation Director
 Kemper Development Company

DocuSigned by:

 BF7216AA9DA547C...
 Kevin Wallace

President
 Wallace Properties, Inc.

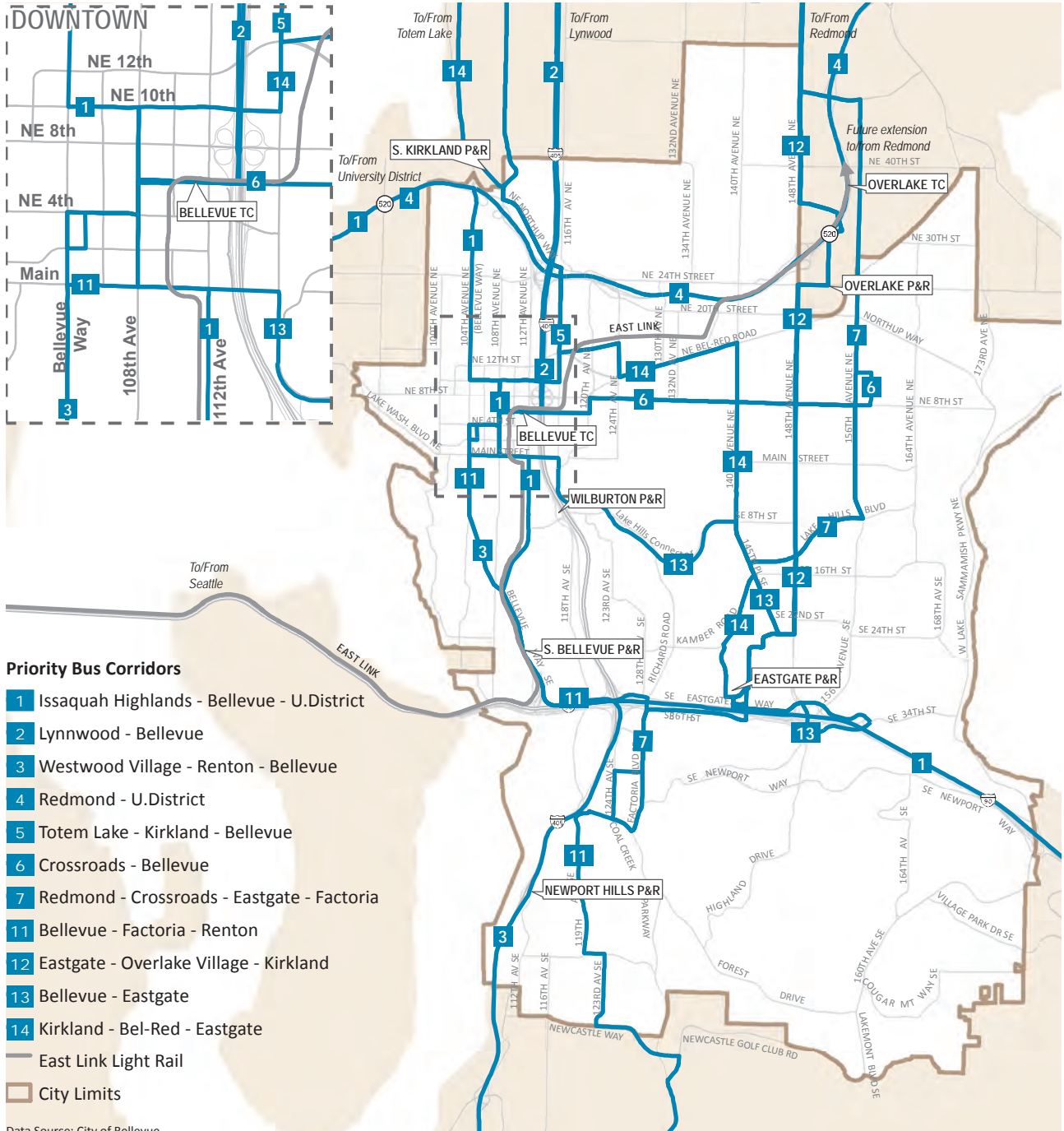
Map TR-2. Arterial Functional Classifications – Existing and Planned Arterials

This map shows the functional classifications of the arterial-street system in Bellevue. Refer to the Glossary for Functional Classification definitions.



Map TR-4. Frequent Transit Network Under 2030 Growing Resources Scenario

This map shows the network of frequent transit service routes that would exist under the 2030 Growing Resources Scenario as described in the [Bellevue 2014 Transit Master Plan](#). This scenario depicts Bellevue’s goals for transit service in 2030 and is the basis for discussions with transit service providers. Numbers on routes refer to the city-designated corridors, not to bus routes.



From: [Murray, Michael](#)
To: [Bates McKee](#)
Cc: [Bids@msreal.com](#); [Rousseau, Gwen](#)
Subject: RE: Kellco Site Appraisal
Date: Tuesday, January 2, 2024 10:51:33 AM
Attachments: [image001.png](#)
[image002.png](#)

Hi Bates, happy new year!

Here is the response to your question re: the probability of a zoning update from Gwen Rousseau our senior planner in Community Development.

[10:27 AM] Rousseau, Gwen

Yes! The Comprehensive Plan Land Use Designation for the site will likely be for development of higher intensity. The preferred alternative analyzed in the FEIS was for 250' in height and an average achieved FAR of about 5.2 for the designation. Happy to chat further.

Also, your map showing the fee take and Permanent easements for the site are accurate, however all TCEs have expired, and s/b ignored, and memorandums showing the deed of dedication for the roadway and permanent easements have not been recorded; you should assume that the deed and permanent easements have been recorded, Please provide an estimate of your fee and timing once you have an idea.

Take care,
Mike



Michael E. Murray, MAI, CCIM

Sr. Real Property Agent
City of Bellevue | Finance & Asset Management
450 110th Ave. NE, Bellevue, WA 98009
Direct: 425-452-6024 / Cell: 206-498-6274
mmurray@bellevuewa.gov

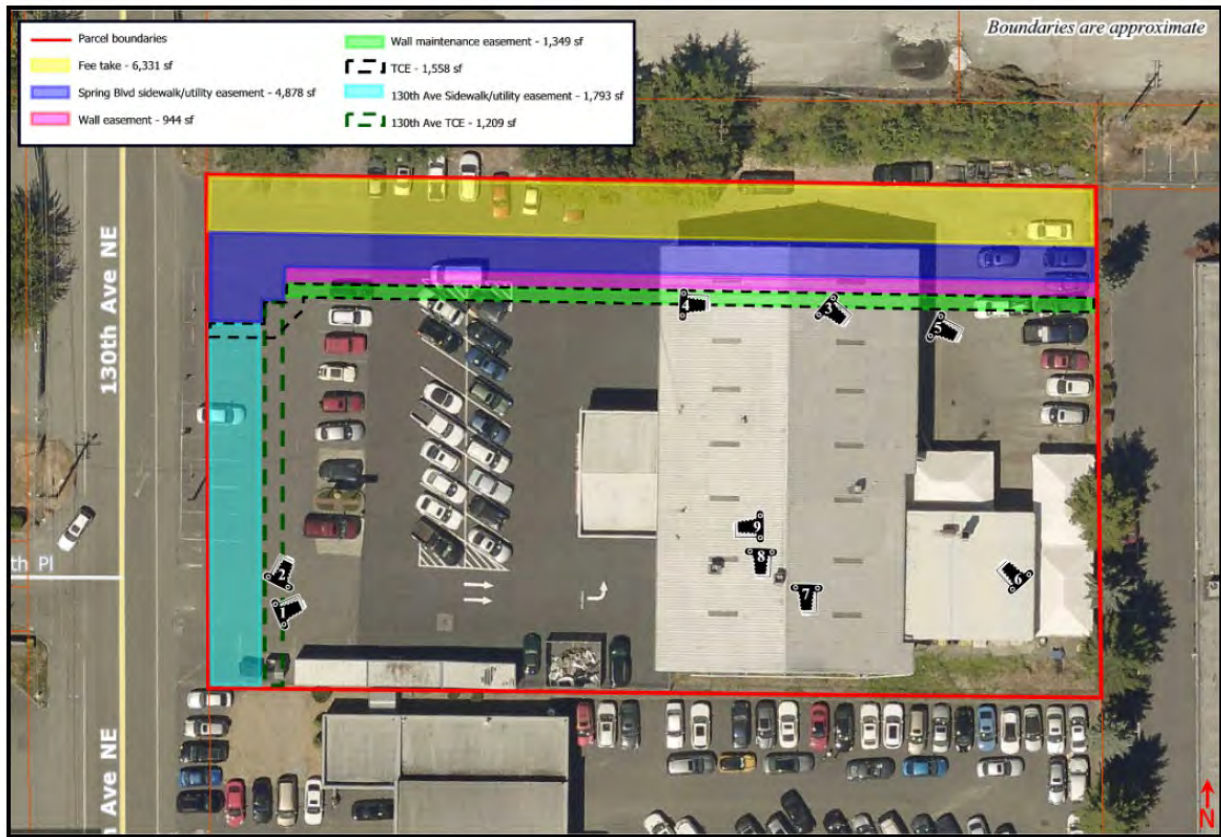
From: Bates McKee <bates@msreal.com>
Sent: Tuesday, December 19, 2023 2:24 PM
To: Murray, Michael <MMurray@bellevuewa.gov>
Cc: Bids@msreal.com
Subject: RE: Kellco Site Appraisal

You don't often get email from bates@msreal.com. [Learn why this is important](#)

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

Thanks Mike, we should be able to help with that, no problem.

Just to verify, the property would be appraised subject to the various easements we documented in the appraisal as follows:



Is this a property that is now subject to the rezone planned for BelRed, should we assume a revised zoning for a future acquisition?

Bates McKee, MAI, CRE, AI-GRS
 McKee Appraisal Real Estate | Consulting
 206-413-7300 (direct) | 206-343-8909 (office)

From: Murray, Michael <MMurray@bellevuewa.gov>
Sent: Tuesday, December 19, 2023 12:02 PM
To: Bates McKee <bates@msreal.com>
Subject: Kellco Site Appraisal

Hi Bates,

Hope you and yours are well.

Anyway, Community Development is looking for a current market value for the Kellco Site. They are looking to find a developer that would develop a project with a significant affordable housing component; I think such an agreement is two years out, however.

I have attached your appraisal report for the partial acquisitions back in 2019.

Can you let me know if you have the capacity to take this on, and if so, when could you complete a report and what fee should we expect.

I can provide any information you may need for the assignment.

Take care,

Mike



Michael E. Murray, MAI, CCIM

Sr. Real Property Agent

City of Bellevue | Finance & Asset Management

450 110th Ave. NE, Bellevue, WA 98009

Direct: 425-452-6024 / Cell: 206-498-6274

mmurray@bellevuewa.gov

From: [Rousseau, Gwen](#)
To: alexis@finemre.com; [King, Emil A.](#); [Johnson, Thara](#)
Cc: [Tsang Wong](#); [Stanley Xu \(stanley.xu@longwellcompany.com\)](mailto:stanley.xu@longwellcompany.com)
Subject: RE: Comp Plan & Bel Red
Date: Thursday, January 4, 2024 8:57:00 AM

Alexis,

Below are times we are available to meet next week. Please let me know which time would work best for you.

Monday 8:30 – 9:30 or 1:00-1:30

Tuesday 11:00-11:30

Wednesday 8:30-9:30 or 11:00-11:30

Thursday 8:00-9:00 or 11:30-12:00

Also, we would be glad to attend a meeting with the BelRed Stakeholders group if that would be helpful.

Thank you,
Gwen

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Thursday, January 4, 2024 8:10 AM
To: alexis@finemre.com; King, Emil A. <EAKing@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>
Cc: Tsang Wong <tsangwlim@gmail.com>; Stanley Xu (stanley.xu@longwellcompany.com) <stanley.xu@longwellcompany.com>
Subject: Re: Comp Plan & Bel Red

Hi Alexis,
Glad to meet with you next week. I will look for times we're available and get back to you shortly.
Thanks,
Gwen

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From: alexis@finemre.com <alexis@finemre.com>
Sent: Wednesday, January 3, 2024 6:55:30 PM
To: King, Emil A. <EAKing@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Cc: Tsang Wong <tsangwlim@gmail.com>; Stanley Xu (stanley.xu@longwellcompany.com) <stanley.xu@longwellcompany.com>
Subject: Comp Plan & Bel Red

Some people who received this message don't often get email from alexis@finemre.com. [Learn why this is important](#)

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Gwen, Emil and Thara,

As you hopefully know given the couple of times I've provided public comment at Planning Commission meetings, (and Gwen, from when we met in October), I am working with a couple of land owners in the BelRed neighborhood to ascertain the impacts of the Preferred Alternative vs the Alternative 3 on the development density of not only their specific properties, but also for BelRed in general.

We are also loosely coordinating with other BelRed property owners via the BelRed stakeholders group organized by Jim Reed. Finally, I'm also the Development manager for the Bellevue Station project for New York Life and Legacy Partners.

I was hoping to set up a quick 30 to 60 minute in-person meeting with the CoB planning team to go over some of our findings regarding the two alternatives mentioned above, and the key *practical* differences in each scenario as it relates to the actual achievable density given the existing conditions of the area.

How is your availability next week to meet?

Please advise, and Happy New Year.

Best,

Alexis



ALEXIS CHARTOUNI

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T 206 661 6300

From the Gesta Romanorum:

'Quidquid agas, prudenter agas, et respice finem'

'Whatever you do, do cautiously, and consider the ultimate outcome'

From: [Rousseau, Gwen](#)
To: [Charlie Bauman](#)
Cc: [King, Emil A.](#); [Johnson, Thara](#)
Subject: RE: Bel-Red FEIS - 1/4 mile station walkshed
Date: Thursday, January 11, 2024 5:04:00 PM
Attachments: [image001.png](#)

Happy New Year Charlie!

Staff are looking at broadening the land use designations for the Comprehensive Plan (including the BelRed Subarea Plan) to allow for more flexibility going forward where instead of having two land use designations for the 130th node – H-1 and H-2, the area would have one broader designation for residential/commercial mixed use highrise development.

We'll be posting draft policy moves and draft future land use maps on [Engaging Bellevue](#) next week and holding an Open House at Jing Mei Elementary on Saturday, January 20 from 10 am to 1 pm. (Please note the location change to Jing Mei.)

Comprehensive Plan Land Use designations will be brought before the Planning Commission for discussion during their February meetings. Recommendations for zoning classifications in BelRed would be brought forward to the Planning Commission later in 2024/early 2025 after adoption of the Comprehensive Plan.

Hope to see you at the Open House or at one of the upcoming Commission meetings. Please let me know if you have any questions.

Thank you,
Gwen

From: Charlie Bauman <charlie@guntowercapital.com>
Sent: Monday, January 8, 2024 12:27 PM
To: King, Emil A. <EAKing@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>
Subject: Bel-Red FEIS - 1/4 mile station walkshed

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

Happy New Year Emil, Gwen and Thara! I wanted to reach out to check in and keep the 130th station area map fresh in your minds as you wrap up the FEIS.

I'm circling back on the goal to have the final Comp Plan map show the RC-H-2 designation (the higher 25 story zoning) within at least ¼ mile of the 130th station. I believe this should be the ultimate outcome for a number of reasons:

1. Maximizing density around the light rail station is the best way to take advantage of the light rail infrastructure and provide for much needed housing
2. RC-H-2 will provide for an increase in height and FAR over the existing designation. RC-H-1 is essentially the same as what exists today (+/- 4FAR and 150ft in height). Current zoning hasn't resulted in ample housing even during an historically favorable development cycle. The new zoning should provide further flexibility and density to incentivize redevelopment.
3. Many of the parcels within ¼ mile of the station are encumbered by critical areas, which will naturally constrain developable area. The RC-H-2 will provide much more flexibility for these sites to best utilize the developable land.
4. Likewise, the ultimate street grid buildout greatly constrains redevelopment within Bel-Red. Yet another good reason for added zoning height/density and flexibility of form factor.
5. The ¼ mile walkshed is even less than the ½ mile walkshed being proposed under draft HB 2160.

Below is a map showing the ¼ mile walkshed around the 130th station. The highlighted and numbered parcels are the parcels owned by members of the Bel-Red stakeholder group, with whom you met a couple months ago. You can see that ¼ mile radius predominantly covers (near 70% of total area) stakeholder member's properties. This is over 125 acres of land that can be redeveloped into thousands of units of new affordable and market rate housing.

I'd love to hear any updates on your thinking regarding this as you dial in your recommendations for the final land use map.

Thank you!!



Charlie Bauman
Guntower Capital
charlie@guntowercapital.com
425-802-3352

From: [Rousseau, Gwen](#)
To: jill@realprojectmanagementservices.com
Subject: Link to BelRed webpage
Date: Wednesday, January 17, 2024 1:29:00 PM

Pleasure speaking with you Jill.

Here is the link to the city's BelRed webpage: [BelRed Look Forward | City of Bellevue \(bellevuewa.gov\)](#)

Thank you,
Gwen

Gwen Rousseau, AICP

Pronouns: She/her

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

Note: My working hours are typically between 8:30AM – 5:30PM. My teleworking days are typically Tuesdays and Fridays.

Diversity, Inclusion and Belonging Drive Innovation

When we limit who can contribute, we in turn limit what problems we can solve.

- *Diversity* is having a seat at the table.
- *Inclusion* is having a voice.
- *Belonging* is having that voice be heard.

From: [Rousseau, Gwen](#)
To: [Tarce, Amy](#); [jiakun wang](#)
Cc: [Geng Tan](#)
Subject: RE: 21-110264-LD Life Zone Congregate Care Revision Request 5
Date: Wednesday, January 17, 2024 5:47:00 PM
Attachments: [image001.png](#)

Hello Dr. Wang,

To answer your immediate question, a Land Use Code Amendment (LUCA) will follow the adoption of the Comprehensive Plan Amendment (CPA) within about a year. The CPA is planned for adoption in September of 2024, and it is anticipated that the LUCA would be adopted by about mid-2025.

You can provide feedback on the proposed policy moves to the BelRed Subarea Plan in three ways:

1. Online on our [Engaging Bellevue](#) webpage.
2. In-person this Saturday, January 20 at our Policy Open House at Jing Mei Elementary from 10am to 1pm.
3. By attending an upcoming Board and/or Commission meeting. See the [project webpage](#) for a list of upcoming meetings, and/or sign up for [Planning Commission](#) alerts.

Please let me know if you have any questions or need any additional information.

Thank you,
Gwen

Gwen Rousseau, AICP

Pronouns: She/her

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

Note: My working hours are typically between 8:30AM – 5:30PM. My teleworking days are typically Tuesdays and Fridays.

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- *Inclusion* is having a voice.
- *Belonging* is having that voice be heard.

From: Tarce, Amy <ATarce@bellevuewa.gov>
Sent: Wednesday, January 17, 2024 5:04 PM
To: [jiakun wang](#) <jiakunwangmd@gmail.com>
Cc: [Geng Tan](#) <gengtan@gmail.com>; [Rousseau, Gwen](#) <GRousseau@bellevuewa.gov>
Subject: RE: 21-110264-LD Life Zone Congregate Care Revision Request 5

Dr. Wang,

We recommend talking to the staff planner who is in charge of the Comprehensive Plan Update for the Bel-Red Neighborhood. Her name is Gwen Rousseau and her phone number is 425-452-2743. I also copied her on this email.



Amy Tarce, AICP

Urban Design Senior Land Use Planner
Development Services Department
(425) 452-2896 | atarce@bellevuewa.gov

Please note that while City Hall has been reopened to the public, we request that you also continue to utilize online services at our website, <http://development.bellevuewa.gov> or call 425-452-4188.

**New!* Visit our [Virtual Permit Center](#) to schedule a one-on-one virtual appointment with review staff for general permitting questions.*

From: Stead, Elizabeth <estead@bellevuewa.gov>
Sent: Friday, January 12, 2024 11:59 AM
To: Geng Tan <gengtan@gmail.com>; Tarce, Amy <ATarce@bellevuewa.gov>
Cc: jiakun wang <jiakunwangmd@gmail.com>; Tyler, Laurie <LTyler@bellevuewa.gov>
Subject: RE: 21-110264-LD Life Zone Congregate Care Revision Request 5

Thank you Geng, the code has not been developed to date, we are completing the Comprehensive Plan Update at this time. Please contact the city planner listed on the web page, I believe it is Gwen Rousseau and she can provide you with some information about where the project is at now. Thank-you, Liz

From: Geng Tan <gengtan@gmail.com>
Sent: Friday, January 12, 2024 11:22 AM
To: Tarce, Amy <ATarce@bellevuewa.gov>
Cc: jiakun wang <jiakunwangmd@gmail.com>; Stead, Elizabeth <estead@bellevuewa.gov>; Tyler, Laurie <LTyler@bellevuewa.gov>; Li, Darwin <DCLi@bellevuewa.gov>; Jin, Shelley <SJin@bellevuewa.gov>; Uzunow, Savina <SUzunow@bellevuewa.gov>; Smith III, Dwight <DBSmith@bellevuewa.gov>
Subject: Re: 21-110264-LD Life Zone Congregate Care Revision Request 5

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Amy,

Thanks!

Can you kindly send us the new proposed land use code?

The link we found below, we couldn't find the new land use code.

[BelRed Look Forward | City of Bellevue \(bellevuewa.gov\)](#)

Geng Tan, Founder, AIA, LEED AP, NCARB

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On Wed, Jan 10, 2024 at 3:32 PM Tarce, Amy <ATarce@bellevuewa.gov> wrote:

Dear Dr. Wang,

Please find the City of Bellevue Development Services response to your most recent letter on the proposed congregate care plan for the Life Zone project. A copy of the letter was uploaded to mybuildingpermit.com also.

Thank you for your patience. Please do not hesitate to contact me to request further assistance.



Amy Tarce, AICP

Urban Design Senior Land Use Planner

Development Services Department

(425) 452-2896 | atarce@bellevuewa.gov

Please note that while City Hall has been reopened to the public, we request that you also continue to utilize online services at our website, <http://development.bellevuewa.gov> or call 425-452-4188.

**New!* Visit our [Virtual Permit Center](#) to schedule a one-on-one virtual appointment with review staff for general permitting questions.*

From: [Rousseau, Gwen](#)
To: [Radim Blazej](#)
Cc: [Nesse, Katherine](#); [Johnson, Thara](#)
Subject: RE: Belred zoning update
Date: Thursday, January 18, 2024 9:34:00 AM
Attachments: [image001.png](#)

The city's Comprehensive Plan is undergoing a major update, and therefore, policy amendments are being proposed that would apply citywide, including Downtown. However, no change to Downtown's land use designation of "Downtown" is proposed.

You can review and provide input on proposed amendments to the city's Comprehensive Plan:

1. Online on our [Engaging Bellevue](#) webpage.
2. In-person this Saturday, January 20 at our Policy Open House at Jing Mei Elementary from 10am to 1pm.
3. By attending an upcoming Board and/or Commission meeting. See the [project webpage](#) for a list of upcoming meetings, and/or sign up for [Planning Commission](#) alerts.

I have cc'd Kate Nesse and Thara Johnson who can provide answers to any other questions you may have regarding the Comprehensive Plan Periodic Update.

Thank you,
Gwen

From: Radim Blazej <radim@axisgfa.com>
Sent: Thursday, January 18, 2024 9:14 AM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: Re: Belred zoning update

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Thank you for comprehensive information.

Is there any plan for review of downtown zoning? I assume not but checking

Radim Blazej
Founding Principal

801 Blanchard Street, Suite 200
Seattle, WA 98121
206.367.1382x100 **T**
206.367.1385 **F**
206.227.2426 **M**

axisgfa.com

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Thursday, January 18, 2024 9:10:23 AM
To: Radim Blazej <radim@axisgfa.com>
Subject: RE: Belred zoning update

Hello Radim,

The BelRed Look Forward Comprehensive Plan Amendment is planned for adoption in September of 2024, and it is anticipated that the Land Use Code Amendment would be adopted by about mid-2025.

You can review and provide feedback on the proposed policy moves and land use designation changes to the BelRed Subarea Plan in three ways:

1. Online on our [Engaging Bellevue](#) webpage.
2. In-person this Saturday, January 20 at our Policy Open House at Jing Mei Elementary from 10am to 1pm.
3. By attending an upcoming Board and/or Commission meeting. See the [project webpage](#) for a list of upcoming meetings, and/or sign up for [Planning Commission](#) alerts.

Hope that helps. Please let me know if you have any questions or need any additional information.

Thanks,
Gwen

From: Radim Blazej <radim@axisgfa.com>
Sent: Tuesday, January 16, 2024 12:37 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: Belred zoning update

You don't often get email from radim@axisgfa.com. [Learn why this is important](#)

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Gwen, I was looking for a draft of the proposed changes and timing?

Can you help?

Radim Blazej
Founding Principal



801 Blanchard Street, Suite 200
Seattle, WA 98121
206.367.1382 x100 **T**
206.227.2426 **M**
axisgfa.com

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1471620	<p>LOVE encouraging mixed use development. That one is HUGE.</p> <p>Updating codes and making it easier to build and get approvals and not have to go thru long processes for this is also super important. So love those.</p>	<p>Make high density buildings able to be built anywhere.</p>	<p>You shouldn't listen to 'the peoples' feedback seriously. We do not have expertise, we are not urban planners, we don't have a long term vision, and most if not all of us have selfish interests to keep property prices high.</p>
1471643	<p>They all sound exciting.</p>	<p>Walkability in the area</p>	<p>Please consider and plan for these future developments in BelRed to meet high sustainability standards. It would be super to address and promote sustainable growth in every way possible as the project develops. We've got to start off in a BOLD new direction when it comes to growth.</p>
1471711	<p>New policy to encourage mixed use development providing places to live, work, learn, shop and play in close proximity. We need to create live/work/play environments for livability and reduced traffic congestion.</p>		<p>We have already missed an opportunity for appropriate density for many sites adjacent to the 130th street station which have already started or completed construction. Density should be highest and focused in the areas immediately adjacent to the station locations.</p>

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1471732	<p>New policy to encourage mixed use development providing places to live, work, learn, shop and play in close proximity. -This is the ideal in any city. I love that this is a focus</p> <p>Updates to incentivize incorporation of stream corridors into building and site designs. -This would be really nice to look at. When you think of some of the best cities they take advantage of the water in the area (e.g. Zurich, London, Venice, etc.)</p> <p>Updates to incentivize infrastructure and amenities that respond to unique site characteristics. -Similar to the above. I think this could give the city a lot of character</p> <p>New policy prohibiting new low job and population density land uses within the high density station area nodes. -I'm all about this. The more density, the better!</p> <p>New policy providing for a thriving arts district in the BelRed/130th node. -I'm all for a thriving arts district. I Googled where this was and it seems like it'll be near the light rail which would be awesome</p>		<p>The focus on the arts is one of the top 4 initiatives that could truly improve Bellevue and I hope this is taken very seriously. I think it's as, or nearly as, important as housing density, green space and transportation.</p>

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1471748			<p>I am concerned about your vision statement: " . . . guides the development of a land use pattern that is environmentally sustainable, economically vibrant, and socially equitable." Equitable has taken on new meanings over the past few years. If you are proposing to implement policies that are racist in any way, i.e., provide one race better access to or easier implementation of business support provided by the city, then I object. Bellevue should provide equal facilities and support to all races that live here.</p> <p>It appears that you intend to move away from prior policies that support neighborhoods within the city. I object - your new policy to provide for a range of diverse residential and supportive uses within each neighborhood district to create welcoming and inclusive neighborhoods. Neighborhoods do not need or want to have high density housing and supportive housing uses forced on them. If this is focused just on the Bel-Red area, then I am not opposed, but protect our existing neighborhoods!</p>
1471765	Increased development capacity for residential. We all seem to agree that we need more housing so let's build housing near light rail.	I think we need to think bigger given that we have a new light rail station. Once we buildings are built we'll miss the chance for	Please support maximum height and density near light rail. Five-story buildings near light rail is a missed opportunity for more density. Thank you.

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
		more density and that will push pressure out to our neighborhoods.	
1471782			Allowing for high density housing is vitally important for sustainable growth of the neighborhood. Multi-story apartment/condo complexes with the ground floor being for businesses and amenities will allow for a scalable neighborhood that is walkable/bikable and not congested with car traffic. Funding public transit projects in tandem with this growth will help this be successful
1471851	Places to play in close proximity. I do a lot of driving to get to the roller skating rinks and ice rinks. I would love to see a roller skating rink to keep teens and young adults active and engaged.	Not enough city-supported recreational opportunities	Would love to know if there was a way to repurpose some of the schools that are closing into a roller rink.
1471893	Mixed use and denser job/residential uses. This area will be served by high quality transit and bike corridors and denser job/housing close by will maximize it's effectiveness and reduce the car trips needed in the area. It will also help relieve strain from the housing shortage in the area. I also appreciate the effort to preserve ethnic communities/businesses since that is a large part of the area's character.	I would like to see a bullet point about creating an effective bike network. I know this is already underway in the bike Bellevue initiative but I think it should also be reflected here.	I support this vision for belred and am excited to see it unfold. The current neighbors in the area may not be excited for all the changes but it's important to consider the future neighbors as well. This vision for belred will accommodate a great many new residents and provide them with a vibrant and desirable place to live, work, and shop.

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1472056	incentivize incorporation of stream corridors into building and site designs. This needs further definition and while "incentivizing" is good, it should be a requirement to incorporate stream corridors into site designs, and not just a "feel good option". It is better to require the basics of incorporating stream corridors into building and site designs and then providing extra incentives for going above and beyond those basic requirements. For instance, the Kelsey Creek Shopping Center and Kelsey Creek. Many of Bellevue's streams have been channelized and tunneled (Goff Creek, Valley Creek, Yarrow Creek....)	Said it above	
1472650		I still don't see any policies to change zoning rules to increase housing density or you didn't make them clear. Is it "Updates to policies providing for increased development capacity, especially residential capacity"? If it is, it's too vague.	
1472826	New policy promoting the preservation and/or relocation within BelRed of small ethnic grocery stores and food services located between the BelRed and Overlake Station Area Nodes Bellevue has driven out a lot of small businesses (mom and pop shops) these kinds of business are much needed.		Remember to keep all things open, small business, industrial, restaurant's. I think mixed used is the way to go.

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1473376	All good. Relocation of small businesses stands out as a way to nurture ethnic and neighborhood communities.	I think it important to mention housing for infrastructure workers - first responders, teachers, city employees - so that they are more a part of the local community. It should include a way for residents to build equity -- city subsidized mortgages, with profits of any sale to be split between the resident andd the city.	Make this a place your grandchildren will be proud to call home.
1473471	New policy to encourage mixed use development providing places to live, work, learn, shop and play in close proximity. I really love the natural scenery of Bellevue but I think the city can offer more indoor activities for people to spend time, esp. in the long rainy winter months. I know many people try to leave Bellevue in winter but in places like Boston where the weather is worse, people still have a lot of stores, shops, museums and event places to go. I hope Bellevue can become a place like that as well, where people want to spend the winter here more.	We can unite the population of BRK (and even Seattle) to utilize new facilities/business centers we will build. Our central location makes it very possible	
1473637	None sound good, I like bel red the way it is and I support many of the small businesses already there. You will chase them all away with these wrong headed policies.	None, its a good areas for small businesses.	Leave it alone, play with the spring district and see if your ideas are working. I don't think they are.

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1477896	<p>I like the mixed use aspect. I think downtown bellevue right now is going in the wrong direction in the sense that it is building too many office buildings. I mean they should be the same height and look the same but should be housing instead instead of the 5 over ones they are trying to build where the taco time used to be because they are too short</p>		<p>I dont know why we need to specifically have an arts district, isnt art whatever people want to do with life, why do we specifically need to designate that? Are there barriers to art without dedicating space for it?</p>
1485365	<p>All of the policy that supports building lots of mixed use, ultra-high-density residential, especially around the 130th node, sounds great to me! I would love for the neighborhood to be lively, with many pedestrians and bicycles around, and most errands completable via walking (I live in Bridle Trails but am close enough to walk to the 130th node, and am very excited about the development).</p> <ol style="list-style-type: none"> 1. New policy to encourage mixed use development providing places to live, work, learn, shop and play in close proximity. 2. Updates to incentivize incorporation of stream corridors into building and site designs. 3. Updates to policies providing for increased development capacity, especially residential capacity. 4. New policy prohibiting new low job and population density land uses within the high density station area nodes. 	<p>I think the zoning is too restrictive within too small of an area outside the station-- it will be impossible to achieve sufficient density when areas within half a mile of the new 130th Ave station are only zoned for residential townhomes -- e.g. on BelRed rd. and Northup. The zoning should accommodate for something more like 5 over 1s, for a more lively and dense mixed use neighborhood with great ground floor retail and many residents.</p> <p>I am really happy to see "New policy prohibiting new low job and population density land uses within the high density station area nodes.", but I think you should expand the radius that this applies for! It is a bummer seeing storage buildings remodeling and expanding just 1 block from the Spring District.</p>	

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1507922	<p>New policy providing for a thriving arts district in the BelRed/130th node.</p> <p>I am involved with the Bel-Red Arts District and am helping them with land use suggestions to the planning commission.</p>	<p>The Bel- Red corridor will be developed with new buildings and the commercial spaces will be more expensive for the existing tenants in the "arts" business. These small, independent tenants will likely be priced out of the market as new buildings replace the old buildings they occupy. The Bel-Red Arts District will not be successful if the business cannot afford to be there.</p> <p>Affordable housing is sometimes built using tax credits where the developer benefits and the property is income restricted, or some of the units are income restricted to be "affordable to 60% of median income tenants".</p> <p>I would like to see the same concept implemented to provide developers and incentive to create affordable commercial and live/workspaces for artists, musicians, dancers, etc.</p> <p>If a developer could achieve a "bonus" and be allowed to add say 10% more residential units, or one story higher to the building, in exchange for 50% of the ground level</p>	<p>The current rent for commercial space is \$14-18 psf for these older commercial buildings. When 5 story apartment buildings are constructed with required ground story retail, the spaces would have to lease for \$40 psf for the developer to make his proforma. This will attract national chains like Starbucks that can afford the rent, and the small independent artist will be priced out of the market.</p>

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
		<p>commercial space being restricted to 50% of market rent, then artists could afford to be in these new buildings. The concept needs a lot of work, and maybe it has been done in some other city.</p> <p>Somehow the artists need affordable commercial space, or there will be very few small, independent, artists, musicians, dancers, etc. as the area develops.</p>	

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1471620	Love integrating and improving pedestrian experience while also allowing development near transit and east rail to improve biking.	I don't really think the art stuff is that important, and if it makes it harder to build housing it shouldn't be done.	You shouldn't listen to 'the peoples' feedback seriously. We do not have expertise, we are not urban planners, we don't have a long term vision, and most if not all of us have selfish interests to keep property prices high. People who show up to 'planning' meetings are not a representative sample of the population either. Think about who has time to go to those things, it's ridiculously skewed towards certain demographics.
1471643	Vibrant pedestrian experience - creating a pedestrian environment more akin to European cities would be amazing to have in Bellevue!	Consider an area for various/rotating food trucks to do business. Diverse food truck access would provide a lot of excitement and additional diversity to the area. Plus it would give food truck operators a chance to thrive.	Continually ask, "What else could we do to even better enhance the new BelRed neighborhood experience?"
1471711	New policy to integrate safe and convenient access to the East rail within adjacent development. There is a massive public investment in rail...we must make access safe and convenient. I would add proximate to housing to this as well.		Walkability and live/work/play mindset.

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1471732	<p>Updates to policies calling for integration of art, places for performance, and other artistic expressions into publicly accessible plazas and other gathering places. -Having these large areas that are just dedicated to art would be awesome!</p> <p>New policy to promote a safe, comfortable, integrated, and vibrant pedestrian experience. -I'm all for walkability and having that be a main focus.</p>		<p>Focus on walkability and focus on creating an environment where the arts are the absolute focal point (performance venues, art shows, museums, etc.)</p>
1471748			<p>All of these policies sound politically viable, but the cost of living in the city must be carefully balanced with these goals. My property tax have risen 23% since 2021 - you are nearing the point of pricing me out of the home I've lived in for 22 years. Cost is a vitally important constructing so be aware that better is the enemy of good enough.</p>
1471851	<p>Would love to see a roller rink near the pedestrian trails</p>		<p>Along with the idea of “a safe, comfortable, integrated, and vibrant pedestrian experience,” building a fully connected and protected cycling network throughout bel red will be vitally important as population and population density increases over the coming years. The Bike Bellevue project is a good start to what this could look like, though more robust protection from</p>

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			cars and more thorough integration to public transit and the regional trail network is needed,
1471893	All of the above. The desired vision will need safe access to light rail, safe/comfortable pedestrian infrastructure, and places people actually want to go as a pedestrian.		
1472056		Future possibilities for link/light rail park and ride so that it is easier to commute into Seattle. Bellevue and Seattle each provide different possibilities and should not become cities isolated from one another. Right now, it is horrible to get into Seattle (South Kirkland P/R no longer has a direct bus route into Seattle) BelRed should have an easy commute option not only into downtown Bellevue, but also downtown Seattle.	
1472650	Glad to see "Updates to policies providing for increased development capacity, especially residential capacity." Finally something.	BelRed should be conveniently reachable from other parts of Bellevue not just by car. Please think about transportation improvements for cyclists and people who won't have light rail next to their house.	

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1472826	<p>Updates to streamline policies and also remove redundant policies covered in Volume 1 of the Comprehensive Plan that apply citywide.</p> <p>To connect</p>		
1473376	All good. Integration of art etc. and safe, vibrant pedestrian experience both speak to me of livability.	Not that I can think of.	Make this a place your grandchildren will be proud to call home.
1473637	none sounds good, please don't take it away and get rid of adequate parking.	promoting small businesses that people actually need.	Talk to people that actually need the small businesses to thrive here.
1485365	<p>All of them!</p> <p>Safe walkability and bikeability is absolutely key.</p>		
1507922	<p>Updates to policies calling for integration of art, places for performance, and other artistic expressions into publicly accessible plazas and other gathering place.</p> <p>This is important because the City need to help make these places happen, as they won't pencil for devleopers</p>		That as the area develops, the artist will be priced out of the market unless provisions are made to retain and attract them to the corridor.

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1471530	Remove redundant policies. It seems this would create more efficiency and reduce costs from overlaps or conflicting policies.		
1471546	Updates to move cross-departmentally for stream rehab and maintenance.	Enhancing and maintaining stream corridors and buffers for wildlife habitat should be the overarching goal of these policies.	Enhancing and maintaining stream corridors and buffers for wildlife habitat should be the overarching goal of these policies. Secondly, changing the zoning for the area should provide for the human need to be in nature. Many of the proposed zoning changes are for mixed-use residential or dense residential and don't appear to include parks, forests, trails, playgrounds, or community spaces.
1471571	None, need more parks near the Spring District and make the roads safer for pedestrians.	Need more parks near the Spring Districts. This area (124th & Belred) is also very dangerous for pedestrians even with the recent improvements. Cars don't pay attention and will look to turn right or left despite pedestrians having the right of way. Have witnessed several incidents that were within a split second of being severe or deadly.	Big disconnect between west belted and downtown that needs to be resolved in terms of walkability (in a safe manner) and parks/outdoor space.
1471588	All of the above updates look good except for the second about removing regulatory barriers. This project should protect the environment as much as reasonable.		Progress plus environmental protection.
1471597			To consider Bellevue is still a very car necessary city. More parking, not less

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1471597	<p>Remove redundant policies. For every new rule or law the City makes they should remove an old rule or law.</p> <p>Also flow control to prevent flooding.</p>	<p>Do not waste my tax money on Runaway Warming due to CO2 or over regulate.</p> <p>Hear is a good idea that almost every one could agree on, ban and disable all existing wood fire places and wood stoves in Bellevue, not because of the CO2 but because of the actual bad pollutants that they release. Ban and disable all existing gas fire places because they are a waste of energy.</p>	
1471606	<p>All sound like good ideas to help with water flow in a city that has lots of rain!</p>	<p>What about trees and foliage, or is that covered in another section?</p>	
1471616	<p>Removing a lot of bureaucracy and making it easier to build is very important, which most if not all of these do</p>	<p>Re-examine the whole concept of the Bel-Red street grid. Find a more flexible solution that works toward connectivity goals. Development of the neighborhood will occur organically and in a non-linear way - the street grid is far too rigid a solution and limits some opportunities for growth and development.</p>	<p>You should not listen to regular 'people', the people lack expertise in planning, they don't have a long term vision, they have selfish interests to keep their own property values high, etc.</p>
1471622	<p>Removing extraneous regulation to better facilitate development and growth, while still keeping a priority of ecological function and resilience.</p>		<p>Educate themselves properly on the practicality issues that some existing policies and codes have, by talking to stakeholders (landowners and developers) who understand the constraints.</p>
1471633	<p>I am very interested in taking care of and supporting the environment.</p>		
1471690	<p>Too many regulations and it is too expensive to handle-</p>	<p>Give immediate 24 hour approval for probable low carbon builds.</p>	<p>Keep all traffic corridors open. Our traffic lanes are too expensive to lose them for proven in effective bike lanes.</p>
1471734	<p>All of them. Refining and simplifying are important improvements that allow projects to be funded and completed.</p>		

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1471734		Policy around transportation and housing density should be considered as well. Denser housing keeps urban sprawl in check and investing in public transit and alternative modes of transportation (like cycling) will limit unnecessary road expansion and allow for more green space and trees along thoroughfares.	Limiting added pavement (via open parking lots & expanded roadways) is the best way to preserve green space
1471764	Updates to implementation policy to work cross departmentally to develop detailed rehabilitation and maintenance plans for stream corridors. -I like that there's a focus on the stream corridors. Having these are good for the environment and are nice to look at		
1471844	Uh, how can I answer what sounds good in this vacuum? STREAMLINE WHAT policies? Explore and remove WHAT barriers? (Are all barriers bad? Didn't the city create those? Redundant policies? Just who did you hire to create this survey and such a poor question???????	BelRed is not in a bubble. Changes made there will affect my neighborhood, Wilburton. We know first-hand traffic issues, problems created by poor decisions elsewhere, etc. We know your ill-thought-through vision to create narrow roads and create huge buildings along 116th is setting up for a slew of issues for Wilburton roads, parks and sense of calm. The comments you are throwing out about drainage sound nice, but you don't offer much reality of what you mean. You draw a nice creek by Early World -- but it has taken you forever to fix your bridge issues allowing access to that vital business for parents. You can talk such changes, but if water regulations are not included in your planning, you are in for a big surprise.	This area you are discussing is not a walled enclave. Nor is the area along 116th. Nor is the Wilburton. You need to have a clear understanding that IF you do X, it will affect those other ares.
1471850	All	No	Thank you!

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1471882	<p>Updates to look for opportunities for regional surface and stormwater facilities that provide for a more coordinated and effective approach to flow control and water treatment.</p> <p>This resonates with me as I care deeply about what goes into our streams, creeks, rivers, and our lakes that we live on and our family swims in. While the statement resonates, it's very unclear what exactly it's trying address. Sounds like bunch of words that aren't actionable nor measurable.</p>	<p>We need to carefully monitor and control what flows into our water systems and lakes.</p>	<p>Discuss actions that will ensure preservation of our natural waterways and large bodies of water.</p>

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1471929	<p>We need to reduce ground water rising within the City of Bellevue.</p> <p>The exploration of permeable surface inclusion during City Street planning could facilitate reduction in flood issues</p> <p>The creation of rain garden's (see Bellevue Botanical Gardens research) street side could support retention of high events.</p> <p>Roof gardens/street gardens/vertical gardens could produce urban food reducing the need for carbon emissions to produce reduction in CO 2 levels are currently at critical levels within Somerset.</p> <p>There is a need to review UN SDG 2030 goals for WASH for all members of COB Community.</p> <p>The City of Bellevue is a small city at a critical position regarding the well-being of children's long term health due to air pollution in a post Covid time frame.</p> <p>We are also at risk of critical damage due to all hazard events. There needs to be robust consideration and discussion with COB emergency management teams.</p>	<p>Cross departmental working is essential to facilitate this approach</p>	<p>Youth involvement, insight from elder's should be sort Development of safe spaces for community as proposed within current work in COB Community Center's without Wall's is a future Forward global model which could be shared beyond COB for evaluation at State and National level.</p> <p>There is a significant need to affordable housing for First Responders, Veteran and social housing for low income families must be included to provide equity with COB. Allocation mental health community integration is essential. Again this is an opportunity for achieving UN "future forward " evidence based architectural city modeling.</p>

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1472008	Updates to look for regional surface and stormwater facilities that provide for a more coordinated and effective approach to flow control and water treatment IS NOT AN ENVIRONMENTAL ENHANCEMENT! In fact, it is instead protection of homes/commercial buildings.	Update to implementation policy to work cross departmentally to develop detailed rehabilitation and "maintenance" plans for stream corridors should instead say "work across departments to develop detailed RESTORATION and rehabilitation plans. There is a big difference between restoration and rehabilitation. Study after study shows that human manipulation (rehabilitation) of streams does not work. (Corps/EPA/Ecology studies to begin with). In addition, maintenance needs to be further defined and/or another word should be used.	
1472134	Each appears appropriate based on my interpretation.	Set measurable benchmarks.	
1473352	These are all appropriate policy moves. I would pick rehab and maintenance plans as #1, clarify objectives as #2.	It is very important to consider protection and expansion of the tree canopy.	Work to develop a city you would want your children and grandchildren to grow up in!
1473475	Updates to remove redundant policies covered in Volume 1 of the Comprehensive Plan that apply citywide. Hope we can improve the implementation efficiency of Bellevue 2044 so people can start enjoying the results faster		
1480420		Storm water treatment should be important. I believe stormwater should be treated before it drains into our natural waters to provide the healthiest water for the public.	
1480432		Public safety	Stop crime

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1486178	<p>Updates to implementation policy to work cross departmentally to develop detailed rehabilitation and maintenance plans for stream corridors. In general, any depts working independently never fully succeed so communication must occur and opportunities for input be provided to fully understand the impact of a decision. This would ensure success.</p>	<p>These policies must involve the developers of the buildings and share ownership (including costs) to implement design and maintenance long term. The city (and the tax payers) should not solely fund the solutions.</p>	<p>Growth is important and unavoidable but giving the developer's control (ex. mowing down all trees just to clear the lot) does not have to happen - see Parkshore design in Kirkland, they are incorporating even downed logs on backside into landscape design. Putting in efficient appliances, solar panels, heat pumps, etc. and making it a long term investment benefits them too. Taxpayers should not suffer huge annual increases to cover their investments.</p>

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1490892	<p>All of the above cross-departmentally, with clear steps outlined for all parties to read and understand. Cohesiveness in planning. I've had experience, many years ago with lack of coordination between different people in the same department interpreting maps and rules differently and ultimately scuttling expensive building plans. I understood the reason for the ultimate plan denial, but would have appreciated consensus before spending \$200,000 among three different plan reviews of building plans on something that very clearly would run afoul of environmental rules. I have also experienced (again, a long while ago) variability in requirements for storm drain maintenance and enforcement thereof over the course of years. from lack of care and oversight to the complete opposite.</p> <p>All of this is the long way to say I applaud and support the goal of greening the city, but I feel that the left hand and the right must right work with a clear understanding of all the moving parts, and that all the moving parts are operating under the same rulebook.</p>	<p>Incorporation of incentives for both developers and homeowners to green up their properties, either new or existing.</p>	<p>Continue to develop clear overall vision with easy to understand rules for end goals and implementation across all departments, and make them public-friendly. Not just in terms of your vision, or public meetings, but providing the residents the assistance and support to do this on a personal basis. Formulate plans and resources for the individual residents on how they can integrate the overall concept into their personal lives i.e. assistance in planting water wise and native plants at home, incentives for neighborhood by neighborhood projects, individual assistance in terms of more widespread tool-libraries etc.-a integrate this into long-range projects, allocate resources on a micro-level. We give neighborhood grants for pocket-parks and other amenities, can the same be done for each separate neighborhood. Can the City distribute to the individuals in that neighborhood who wish to do so an environmentally-friendly amenity to their yards, (i.e seeds, or starts, or a coupon with a local nursery for supplies) to help make the homeowner personally invested in the direction Bellevue wishes to go? Also: require developers to install roof-gardens or plant walls, as part of the permitting process- or other, similar building ideas, and perhaps incentivize them to do so.</p>

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1532811	I've got about a 160 IQ, no kidding, and I'm reasonably well-informed, and I still can't detect a shred of meaning in that first point. The second and third are more or less communicative. The fourth was written by Humphrey Appleby. Just tell the people you need a drainage czar. Congratulations on writing the fifth one in English.	After reading that I still can't tell if the city intends to restore Goff Creek or not, nor whether I should trust its sincerity if it does.	<p>Nobody has a clue what you're trying to communicate, except that it has something to do with drainage and therefore either runoff or the creeks. Or perhaps both? We haven't had a serious drainage problem since your predecessors fixed the 20th Street culvert, like, 15 or 20 years ago, so it must have something to do either with mitigating pollution or with restoration.</p> <p>If, at any moment during the years and years I was a Scout in this town, somebody from the city had told my scoutmaster, "We need help clearing invasive snails from our creeks," we'd have been there with buckets and galoshes all wet season. You wanna bring the salmon back, get the trash grates out of the creek. You want the snails gone, get people in the creek. It's not a policy area, it's just a bunch of moderately wealthy people's backyards.</p>

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1471530	<p>Updates to ensure equitable and convenient access to nature, parks, trails, and open space.</p> <p>Updates to emphasize natural resource benefits to riparian corridors and upland areas in the acquisition of park and open space lands.</p> <p>New policy to incorporate parks, recreation, and natural amenities into pedestrian streets.</p>		
1471546	<p>Updates to emphasize natural benefits to riparian corridors and ACQUISITION of park and open space lands.</p>	<p>Changing zoning for housing purposes will require a parks plan overhaul.</p>	<p>Changing the zoning to allow for residential use needs a clear and definitive plan for adding parks, trails, open space, community space, riparian enhancements, and the enhancement or creation of natural lands habitat for wildlife.</p>
1471571	<p>Updates to emphasize opportunities along the West Tributary of Kelsey Creek, Goff Creek and NE Spring Boulevard for parks, trails, and open space development.</p> <p>We need perks and more walkable areas near the spring district.</p>	<p>Improved walkability (safely) and severely lacking parks near the spring district</p>	<p>Population and investments are growing around the spring district, but planning for walkability and parks is way too slow. We needed this infrastructure yesterday.</p>
1471588	<p>All of the above sound good and are commensurate with the intended goals for Bel/Red.</p>		<p>Keeping space available to the public, e.g., is important to keep in mind.</p>
1471591	<p>acquisition of park and open space lands, the area lacks large open park space</p>	<p>Keeping or building more large warehouse tall spaces. lots of arts and even sports need these tall ceiling warehouses that seem far and few in between</p>	

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1471597		Do not do anything for bike lanes that will reduce car lanes or reduce street parking. Spending on bike access is not cost effective, just look at what was recently spent in Factoria for bikes and how little it is used. Cost per bike trip?	
1471616	Incorporating parks into pedestrian streets is very important, making sure people can easily walk to nature/places to hang out or enjoy their life without having to get into a car to drive somewhere. It's really great for kids!		You should not listen to regular 'people', the people lack expertise in planning, they don't have a long term vision, they have selfish interests to keep their own property values high, etc.
1471622	Any moves to streamline, reduce redundancy, and better leverage resources should be commended. In Bel-Red, I think a focus on trail/sidewalk connectivity should be commended. Re-examine opportunities to route these trail systems through stream buffers to better leverage that area already being conserved.	Revisit the requirement for multifamily play areas, when this scale of public investment in neighborhood open spaces is running in parallel. Why have these play areas siloed on private properties when those resources could be better leveraged into a larger offsite public investment everyone can use? The siloing of these private spaces sounds like the opposite of "equitable".	The Bel Red Arts District seems a little "forced", as it is focused on an area that will be redeveloped from the ground up. Most successful models in other cities started in well-established or even historic neighborhoods, where the vibe is already eclectic, and provide subsidies to artists in older properties. It will be difficult to replicate that in completely new ground-up development. Is this District really, honestly, in the best possible location for success? Who is going to subsidize this? A LID? The developers? City tax dollars?
1471633	support Goff Creek and Kelsey		
1471672	Incorporate parks with pedestrian streets. A	Possible walking overpass over NE 20th to Bel Red	It's critical to have speeds monitored with and kept at 30mph and make a green space set back prior to sidewalks. Don't make sidewalks against streets.
1471690	Drop all social babble terms such as 'equity'. It is meaningless political dialog.	Reduce setbacks to swamps and streams. Allow for simple restoration plans and only allow commercial use for jobs- zero housing.	Businesses are noisy and need their space too. Not everyone touches plastic a million times a day for a living. Allow for housing to move with the urban growth line which must be moved out.

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1471734			<p>With regard to the second policy move, "Updates to ensure equitable and convenient access to nature, parks, trails, and open space." Equitable as a word has taken on a lot of new meanings and implications over the past few years. If this policy is designed to be racist in any form (i.e., provide improvements targeted at any specific race at the detriment of other races), then it should be struck from the policy. We want a city that equally welcomes all people who live in Bellevue and parks that meet everyone's needs.</p>
1471747	<p>These all sound like great moves to defend open spaces and integrate them into the built environment</p>		<p>Along the lines of "ensure equitable and convenient access," building a protected pedestrian walking and cycling network to access these spaces will be vitally important as population density rises and car access becomes less feasible since it isn't scalable with the growth this area will see. Additionally, a connected pedestrian network like that will be a more enjoyable way to access parks in a busy city</p>

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1471764	<p>Updates to streamline policies and clarify objectives to provide for a diverse and functional collection of parks and open space throughout BelRed. -I like that there's a focus on parks and open spaces. This can make living in a city fun and gives it some life</p> <p>Updates to emphasize opportunities along the West Tributary of Kelsey Creek, Goff Creek and NE Spring Boulevard for parks, trails, and open space development. -I would love for there to be more trails in Bellevue. I think it's something we're definitely missing.</p> <p>Updates to highlight opportunities for supporting the performing arts and community events within park facilities in the heart of the BelRed Arts District. -I really like performing arts so I like that this is a focus</p> <p>Updates to emphasize natural resource benefits to riparian corridors and upland areas in the acquisition of park and open space lands. -I like parks a lot and think they're great to have more of</p> <p>New policy to incorporate parks, recreation, and natural amenities into pedestrian streets. -This is a really cool idea and can help us make the most of the limited space there is + encourage people to get out and walk more</p>		<p>We need to make the most of our space, but that shouldn't mean we build housing in every nook and cranny. We want to have a beautiful city and we should keep the "city in a park" mantra alive</p>

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1471844	<p>The area of your focus currently holds a vast amount of new, nearly empty office buildings and new small apartments that are largely vacant. Real estate professionals share how owners in Bellevue are keeping large amounts of office space and apartments off the market so they can keep prices higher on the areas they do rent. (Go read the business journal and other analysis.) The planned development/density seems way off reality now and likely in the next couple of decades.</p> <p>I find your talk about access to parks, riparian and natural amenities nothing more than lip services when less than a half-mile away you plan to allow for 40-story towers that will block the beautiful vistas from the Botanical Gardens and cast shadows detrimental to that wonderful space.</p>	<p>You need to touch the items of reality -- we have hundreds of cars that travel N-S through those areas daily, and N-S on Bell-Red and Bell-Red (NE 20th). How are you going to keep that viable? How are you going to keep the Coca Cola plant? The bus barns? The businesses in the area now that are so vital?</p>	<p>This first stage seems like you are setting off on another bubble plan and ignoring reality.</p>
1471850	All	No	Thank you!
1471882	<p>Supporting arts and events sound really great. This city needs more activities and events for families to enjoy. The only places to go is the Bellevue square mall which isn't that nice. Not enough walkable areas in the city.</p>	<p>If you ever visit historical European city town centers and other very walkable cities in Asia, it's vibrant and full of buzz in the city. There is nothing like that here in Bellevue... everything is spread out, just big box stores and not enough pockets of walkable neighborhoods with small businesses.</p>	
1471929	<p>All above are good New Policy gets to the heart of my previous text.</p> <p>Good street and safe walking access for all is important. Car free zone accessible to all should be encouraged.</p>	<p>It would be wonderful to have a play area accessible to all. I am very impressed by the changing facilities at Newcastle Beach Park it would be great to review this facilities for COB Parks and Recreation Planning.</p>	<p>Their could to be a free arborist service available to HOA's to support education and develop Riparian corridors. Linking in to schools and youth groups.</p>

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1472008	Updates to emphasize natural resource benefits to riparian corridors is a good policy move. What makes me say that is our riparian corridors are NOT in good shape (creeks and streams) and Bellevue often leans into calling something green space when instead they mean sport fields and playgrounds.	Emphasizing benefits to riparian corridors for the benefit of the environment and if justification is needed to include unpaved walking trails and not high use baseball/soccer fields or parks that are from one end to another end groomed playgrounds.	
1472134	All sound reasonable.	No.	
1472645	The policy to incorporate parks, recreation, and natural amenities into pedestrian streets sounds great, the rest of them sound too vague		
1473352	All appropriate. Equitable access, pedestrian streets stand out to me.	The North side of BelRed needs more parks and natural open spaces that are publically accessible.	Your duty is to the people of Bellevue, not to the businesses that happen to be here now. Make it an extraordinary place to live and the businesses will follow.
1473475	Updates to streamline policies and clarify objectives to provide for a diverse and functional collection of parks and open space throughout BelRed. Really resonate with the idea of park/open spaces for more diverse functions/groups of people. Different age/demographic/even ethnic groups have different needs of park/open spaces, so we should differentiate across these spaces rather than having 90% similar parks, just of different sizes/locations. The facilities we install in each space can be a good way to highlight the differentiation. This differentiation can bring people with similar needs to gather in similar parks, helping them to make acquaintances/build relationships as well		

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1480420	You're not mentioning specifics, but the general concept of continuing to enhance parks and recreation within the city is important as green space decreases.		
1486178	<p>Updates to emphasize natural resource benefits to riparian corridors and upland areas in the acquisition of park and open space lands.</p> <p>---Natural resources are key to any healthy environment so cannot ignore.</p> <p>New policy to incorporate parks, recreation, and natural amenities into pedestrian streets.</p> <p>---This has also become mandatory due to the loss and destruction of our tree canopy. Get some of them back as quickly as possible. There is a reason that people come and stay most of their lives.</p>	<p>Involve the schools more in helping with the care of some of the parks. Students may want to participate in weekends gatherings to plant or clean or tour the parks. The notices that go out on occasion may not be getting to the kids directly. They use them for some activities but need to "own" them too.</p>	<p>Not that I think they care, but many older people and affluent who can work from another state are leaving Bellevue due to the growing taxes. It isn't being addressed well, hence my comments about the developers getting away with dumping it on the city and residents.</p>
1490892	Yes to all of the above.	<p>Our level of income disparity is pretty great. During the pandemic I was able to enjoy nature as a calming and life-enhancing feature. That should be more available across all income levels including in small ways. I am happy to see it included.</p>	<p>Yes, I believe in clarity and streamlining of policy to get rid of the bureaucracy that makes it wasteful, time-consuming, sometimes at odds with itself. Also to make a version that is understandable to the lay reader.</p>
1532811	<p>The draft amendments as presented are extremely hard to parse. I spent about 2 minutes trying and lost patience and I will be surprised if anyone else gets through the document. It's hard not to assume that this was deliberate. You're legally obligated to seek public comment, but you clearly don't care what we have to say.</p>	<p>I have been extremely disappointed with the city's insistence for the past 15 years on severing Overlake and Northup from the rest of the neighborhood. The Spring District replaced industry. This, here, is a fully blown opportunity. We could and should have rezoned everything from the 140th Ave. golf course to Bel-Red & 130th. You could have had a Central Park of your very own. Instead you're putting a few little pockets of trees in between another 5,000 housing</p>	<p>You have betrayed everyone who hoped to live out their lives in the neighborhoods in which they were raised.</p>

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
		units that nobody who grew up here will be able to afford.	

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1471620		<p>I believe that 'enforcing' affordability requirements simply makes housing less affordable. The most important thing in housing is simply supply. Inclusionary zoning or requiring companies to have 'under market' rates, in turn makes things less affordable and disincentivizes houses from being built.</p> <p>Rather it should be simply, build build build.</p>	<p>You shouldn't listen to 'the peoples' feedback seriously. We do not have expertise, we are not urban planners, we don't have a long term vision, and most if not all of us have selfish interests to keep property prices high. People who show up to 'planning' meetings are not a representative sample of the population either. Think about who has time to go to those things, it's ridiculously skewed towards certain demographics.</p>
1471643	<p>Owner/renter affordability is important to meet the needs of our diverse community.</p>		<p>We need to create far more affordable housing opportunities in Bellevue overall.</p>
1471711	<p>A broad range of housing types to meet the needs of a diverse population of varied income levels. This should be the goal of all municipalities.</p>	<p>What is the definition of lowrise/midrise/highrise for this statement: Updates to include new terminology for different types of buildings such as lowrise, midrise, and highrise structures.</p>	<p>Typically we tax what we want to discourage (tobacco/alcohol/soda (Seattle))...don't create a tax dis-incentive for new housing.</p>
1471732		<p>I don't know what "affordability" means, but it's very important that middle-housing is considered. I think affordable housing, depending on the definition, totally leaves the middle class out of the picture. I think this should be given a much higher priority</p> <p>I think midrise and high rise should be given much more of a priority over lowrise</p>	<p>Not to overlook the middle class when it comes to housing. There are a ton of luxury condos going up, which are nice to look at, but the middle class should be looked out after as well. Further, even if someone can afford a luxury condo, they may stretch themselves too thin and not be able to take advantage or put money into the local art scene</p>

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1471748			If you want affordable housing, then reduce the impact of city government on those interested in building additional housing. These new policies will only exacerbate housing costs - government regulations and constraints do not help solve housing issues. Focus policies on reducing the impact of regulations and requirements on costs and speed of building. Not these, "Updates to policy calling for owner and renter affordability within every BelRed neighborhood district. Updates to align policies on affordability with the citywide approach."
1471782			Allowing for the maximum density possible (high rise apartment/condo complexes) along all arterial roads and near transit routes/stops will help the long term scalability/sustainability of the bel red area
1471851	All sounds good		
1471893	All of the the above, we need more housing, we need lots of types of housing, and we need affordable housing.		
1472826	Updates to align policies on affordability with the citywide approach. To be consistent		Connect Bel-Red to the rest of the city

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1473376	All good. Affordability within every neighborhood will increase diversity in all neighborhoods, which I think is necessary.	A way for low-income people to build equity. Maybe government mortgages, with profits from any future sale to be split between resident and government.	Make this a place your grandchildren will be proud to call home.
1473471	Updates to include new terminology for different types of buildings such as lowrise, midrise, and highrise structures. We need to provide more UNITS of living for people to actually come live here, not just for work or shopping		
1473637	No, it sounds like you are extending the downtown which has almost no viable businesses any more.	Please keep it open as a business district with adequate parking. I seldom even go downtown any more, there's just not much there any more.	Keep your policies, that are only vaguely defined, and leave east Bellevue alone. Obviously you don't live here.
1477896			It is too vague. I know it is supposed to be somewhat vague but politicians can go anywhere with this language. I would much rather it say something like "BelRed should have 30% of new units be affordable to 60% AMI or lower". This is still vague enough
1485365		I think the area isn't zoned for enough housing.	To achieve affordability, please just build way more housing than you are planning to. It does not work to set aside just a few units for affordable housing -- prices will only drop enough if developers are able to build enough housing supply to meet the demand.

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1507922	<p>Updates to policy calling for owner and renter affordability within every BelRed neighborhood district.</p> <p>Updates to align policies on affordability with the citywide approach.</p> <p>The Bel-Red area needs affordable housing and retail space for artists. They do not make much money and will not be able to afford market rent.</p>	<p>Many of the businesses such as body shops, car repair, detail shops, will not be able to stay in this market. They will be forced out on use and on price unless some provisions are made to protect them.</p>	<p>There has to be some way to provide affordable housing and commercial space for artists in the Bel-Red Arts District.</p>

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1471618	Eliminating and making it easier to build and connect things is very important.	Get rid of parking requirements	You shouldn't listen to 'the peoples' feedback seriously. We do not have expertise, we are not urban planners, we don't have a long term vision, and most if not all of us have selfish interests to keep property prices high.
1471720	<p>Moved policy regarding promoting the development of “green streets” with an abundance of trees and areas for landscaping.</p> <p>I don't know what "moved" means in this case, but I hope it means that it's staying as a policy. Having green streets, or more of them, would be awesome!</p>	Just keeping in mind that public transport should be something we keep in mind. I honestly don't have much of a reason to go to Bel-Red currently so I have no idea if this is good or not.	Think long term. Short-to-medium term pain is fine if in the end we ultimately get where we want to go.
1471741	The first three sound fine. I have no idea the impact of moving the green street initiative to another location.		Moving people quickly and efficiently should be the top priority. Lower priorities can include electric cars and bicycles, but they should not negatively impact major transportation arteries.
1473363	<p>I am SO nervous about the moved policy. Those areas are vital to improving Bellevue. What does this move mean??</p> <p>Other than that, these policies are appropriate to moving forward with changes.</p>	Having a policy that will update all streets to be complete streets with protected cycling and walking infrastructure. Several roads currently lack sidewalks and crosswalks and nearly all road lack any cycling infrastructure and none have cycling infrastructure that is separate/protected from cars.	Building a fully connected and protected pedestrian walking and cycling network to access bel red will be vitally important as population and population density increases over the coming years. Car based transportation isn't feasible long term since it isn't scalable with the growth this area will see. Additionally, a connected pedestrian network like this will make the city more equitable and affordable when people don't have to be car reliant.

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1473363		DO NOT remove traffic lanes on major streets to create bicycle lanes! Benefit to a small group would create major problems for a much larger group. Imagine driving down Northup going West, behind a bus which has to make many stops to let passengers on/off.	Make this a city your grandchildren would be proud to call home.

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1471525	<p>Arts sound wonderful. I know there is (was) a ballet school there and my son used to take drum lessons there, at Don Bennett drum studio. These are important things for our community.</p>	<p>I just wish we had some skating rinks. The roller rink closed a few years ago and I understand there was an ice rink, many moons ago; my neighbor grew up here and used to go to the ice rink. It was near 164th and NE 8th. But, it was torn down and now we just have 'holiday ice rink'. Ice skating is a wholesome activity for all ages, all year round. At this time, I go to the ice rinks in Renton or Kirkland. Sad to say, none in Bellevue year round.</p>	<p>Please let them know that Bellevue is a beautiful place to live. Important things like electricity and water, sewage and drainage are done well.</p>
1471618	<p>New policy to develop a dedicated indoor central meeting space for events, classes, programs, and other arts uses.</p> <p>Def need more places for people to hang out and vibe, especially if it's walkable.</p>		<p>You shouldn't listen to 'the peoples' feedback seriously. We do not have expertise, we are not urban planners, we don't have a long term vision, and most if not all of us have selfish interests to keep property prices high.</p>

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1471720	<p>New policy to provide support and resources to organizations that can help grow, fund, and manage the Arts District. Updates to enhance policies calling for funding, integration, and investment in a wide range of art works, projects, and events that enhance visibility of the Arts District. -Because Bellevue's art scene is very, very basic. I would love to see a dedicated space where Arts is a major focus</p> <p>New policies to secure long-term affordable arts and cultural space, as well as affordable artist housing. -I think providing a space and making spaces affordable to artists is a fantastic idea. I hadn't thought about this before, but I think it could be a good focus</p> <p>New policy to incorporate artistic components and amenities into city facilities. -I think this will make the city more beautiful and give it some flavor</p>	<p>I would like to see public artworks, different types of museums and building out and fostering a community where performances or live music is played. Live music could be its own thing or part of a restaurant or something. Thinking about a jazz club or something</p>	<p>The the art space can really take Bellevue to the next level in terms of quality of life, creating an interesting space and it encourages different types of people to live here. The biggest knock that Bellevue has against it is that it's oftentimes seen as a sterile city or the suburbs. With a thriving arts scene, we can take this city to the next level and make it even better!</p>

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1471741			<p>I don't know what this means, "BelRed is a unique destination providing a one-of-a-kind cultural experience on the Eastside, featuring a thriving arts and creative community in the BelRed Arts District." What is a one-of-a-kind cultural experience. I can get that in Hong Kong, London or Africa, or even Sedona, AZ - with Bellevue being a true melting pot, what exactly are you proposing?</p> <p>I fear that you will adopt policies that will drive the cost to live in Bellevue out of my reach. My property taxes rose 23% between 2021 and 2022. I've lived in my home for over 22 years and I can't take another huge increase in property taxes.</p>
1471763	Policies for funding art and securing affordable housing and artistic spaces are particularly important so the artists & communities currently there don't get driven out by rising costs, and instead become integral in the growth and evolution of the community		Investing in public art give neighborhoods character and make the, unique, desirable places to live, visit, and patron. I love imagining a future bel red neighborhood that is walkable, bikable, and full of public art and open green space
1471950	Affordable housing and affordable studio space.	Accessibility and parking.	
1473363	All good. Arts and cultural space stands out to me because work/exhibit space and housing are key to developing an arts community.	Not unique to BelRed, but Bellevue has a tremendous cultural diversity (in the sense of ethnicity). I think encouraging development of ethnic oriented events and art (e.g. Ganesh festival) would be an excellent addition.	Make this a place your grandchildren will want to call home.

Response ID	Which of these policy moves sound good to you, and what makes you say that?	Are there any ideas or considerations unique to BelRed you think are missing?	What do you want the Planning Commissioner and other boards and commissions to know as they discuss these policy moves and make their recommendations?
1473474	<p>New policies to secure long-term affordable arts and cultural space, as well as affordable artist housing.</p> <p>We don't really have any presentable art spaces to host big performances in any form (like dance, musical, opera...) in Bellevue. Yet, I think a good % of BRK residents can afford and want to participate in such performing arts activities to enrich our lives (and our children's). It will be good to get dedicated funding for 1-2 such venues so we don't always have to go to Seattle downtown to enjoy these type of activities</p>		

From: [Rousseau, Gwen](#)
To: [Maria Lau Hui](#)
Cc: [Evolution Studios](#); [Sandy Vo](#); [Marci Marra](#)
Subject: RE: BelRed Look Forward - 2/12 mtg
Date: Monday, January 29, 2024 9:38:00 AM

2 pm on the 12th works for me!

Looking forward to meeting with you all.

Thanks,
Gwen

From: Maria Lau Hui <maria@matchaagency.com>
Sent: Monday, January 29, 2024 9:18 AM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Cc: Evolution Studios <eden@bandrehearsal.com>; Sandy Vo <sandy@bellevuedowntown.com>; Marci Marra <m.marra@live.com>
Subject: BelRed Look Forward - 2/12 mtg

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Pardon. I meant 2 pm. Please excuse the previous 1 pm request. Please confirm kindly availability of 2 pm on 2/12 and we will send out a mtg invite.

Thanks,
Maria

On Mon, Jan 29, 2024 at 9:14 AM Maria Lau Hui <maria@matchaagency.com> wrote:

Fantastic! Let's pencil in 1 pm on 2/12. We can meet you at City Hall; can you please kindly reserve a room for the meeting? Thanks, Gwen. We appreciate you taking the time out to meet with us.

Best regards,
Maria

On Sun, Jan 28, 2024 at 10:35 PM Rousseau, Gwen <GRousseau@bellevuewa.gov> wrote:

Yes, I am wide open the afternoon of February 12. You can name the time.

Thanks,
Gwen

From: Maria Lau Hui <maria@matchaagency.com>
Sent: Sunday, January 28, 2024 5:38 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: Re: BelRed Look Forward

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Hello Gwen.

Thank you for your email and the Austin article. Our team has several conflicts this coming week, so we want to see if you may be available in the afternoon of Feb 12th or anytime before 4 pm on Feb 13th. If these two days do not work, we will lock in this Tuesday, Jan 30th from 11:45 to 12:30 with you - we can come to City Hall to meet up. Thank you again for accommodating us. We look forward to hear back.

Warmly,
Maria

On Fri, Jan 26, 2024 at 5:12 PM Rousseau, Gwen <GRousseau@bellevuewa.gov> wrote:

Hi Maria,

It was wonderful seeing you and Eden last Saturday at the Open House. Thank you for taking the time to engage.

Best times I have available next week include:

- Tuesday from 11:30 to 1:30 and from 4:00 to 6:00 pm
- Wednesday from 10:30 to 12:30 and from 5:00 to 6:00 pm

Please let me know if one of those times could work.

Also, Jesse Canedo, the City's Chief Economic Development Officer just sent out this link that you might like: [New cultural districts could thrive with EDD's planned framework - Austin MonitorAustin Monitor](#)

Thanks,
Gwen

From: Maria Lau Hui <maria@matchaagency.com>
Sent: Friday, January 26, 2024 2:38 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>

Subject: BelRed Look Forward

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Hello Gwen,

It was wonderful seeing you at the BelRed Look Forward/ 2044 Comp Plan open house last Saturday. Thank you for relating the timeline and process; it was very informative. As noted, we have a new board member, Marci, who joined us on the BelRed Arts District Community Alliance at the beginning of this year, and I would like to see if we may be able to get together to review and answer questions on the BelRed Look Forward plan as a group with you.

Knowing the comment period is ending on Feb 15th, do you have availability sometime before Feb 1st or on Feb 12 or 13th? Sorry for the compressed options; a few of us are out of town in the early part of February. Please let us know a couple of the time slots that may work with you. We hope to be able to catch you, but there is no pressure. If we can't get together in February, we can review the materials from the Dec planning meeting and any other materials you may recommend. Thank you.

Warmly,
Maria

Daylighting Creativity

-
-

From: wei@winsoninvestment.com
To: [Johnson, Thara](#)
Cc: [Rousseau, Gwen](#); [King, Emil A.](#); [Nesse, Katherine](#)
Subject: RE: Property under rezoning
Date: Tuesday, January 30, 2024 1:47:42 PM
Attachments: [image001.png](#)
[image002.png](#)

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Hi Thara,

Thank you for your prompt response. I appreciate your willingness to meet and discuss the property.

I am available for a meeting early next week. Here are some time slots that work for me:

Monday, [Feb 5th], between 10:00 AM - 4:00 PM

Tuesday, [Feb 6th], between 10:00 AM - 4:00 PM

Please let me know if any of these times are convenient for you or suggest an alternative time that works on your end. I look forward to our discussion.

Thank you,

Wei Zhang
President

t: +1 425 732 2530

a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



From: Johnson, Thara <TMJohnson@bellevuewa.gov>

Sent: Tuesday, January 30, 2024 9:54 AM

To: wei@winsoninvestment.com

Cc: [Rousseau, Gwen <GRousseau@bellevuewa.gov>](mailto:GRousseau@bellevuewa.gov); [King, Emil A. <EAKing@bellevuewa.gov>](mailto:EAKing@bellevuewa.gov); [Nesse, Katherine <KNesse@bellevuewa.gov>](mailto:KNesse@bellevuewa.gov)

Subject: RE: Property under rezoning

Wei,

Thank you for your email. I would be happy to meet with you and discuss your property. We are currently in the process of issuing our Final EIS very shortly. I would like to clarify while public comment is encouraged through discussions of policies and the overall land use map with the Planning Commission and ultimately City Council, the comment period for the Draft EIS has closed. One of the purposes of the FEIS is to address public comments we received.

Please provide us with some times that work for your schedule, later this week and early next week.

Thank you,

Thara Johnson



Thara Johnson

Comprehensive Planning Manager, City of Bellevue
tmjohnson@bellevuewa.gov | [425-452-4087](tel:425-452-4087) | BellevueWA.gov

From: wei@winsoninvestment.com <wei@winsoninvestment.com>

Sent: Monday, January 29, 2024 4:39 PM

To: Johnson, Thara <TMJohnson@bellevuewa.gov>

Subject: Property under rezoning

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Hi Thara,

I hope you're doing well. I own a property in the Bel Red Center under the new Bellevue 2044 Plan, and it will be affected by the rezoning. I'd like to discuss some concerns and issues related to our property in the rezoning process. I know the city is working on the DEIS and gathering input from stakeholders. Could we set up a meeting to talk about this?

Please let me know if you can assist.

Thanks,

Wei Zhang
President

t: +1 425 732 2530

a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



W I N S O N
I N V E S T M E N T

From: [Rousseau, Gwen](#)
To: [Charlie Bauman](#)
Subject: RE: Bel-Red FEIS - 1/4 mile station walkshed
Date: Thursday, February 1, 2024 2:39:00 PM
Attachments: [image001.png](#)

Hi Charlie,

As you are aware, the proposed Future Land Use Map is available in an interactive form on Engaging Bellevue [here](#). So far, you are the only one who has added comments to the map. The map will be made available in pdf format at either the 2/14 or 2/28 Planning Commission meeting. I will get back to you as soon as it is published online.

Thanks,
Gwen

From: Charlie Bauman <charlie@guntowercapital.com>
Sent: Thursday, February 1, 2024 2:19 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: RE: Bel-Red FEIS - 1/4 mile station walkshed

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Hi Gwen – congratulations on publishing the FEIS! You put a ton of work into that, nice to have it complete.

Quick question: Per your note below, your recommendations for the land use designations for the Comp Plan (including the 130th node combining H-1 and H-2 in Bel-Red) will be presented to PC this month along with the policies. Will the recommended land use designations be in the form of an updated map, similar to the Preferred Alternative? If so, any idea when that new recommendation map will be published?

Thanks!

Charlie Bauman
425-802-3352

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Thursday, January 11, 2024 5:04 PM
To: Charlie Bauman <charlie@guntowercapital.com>
Cc: King, Emil A. <EKing@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>
Subject: RE: Bel-Red FEIS - 1/4 mile station walkshed

Happy New Year Charlie!

Staff are looking at broadening the land use designations for the Comprehensive Plan (including the BelRed Subarea Plan) to allow for more flexibility going forward where instead of having two land use designations for the 130th node – H-1 and H-2, the area would have one broader designation for residential/commercial mixed use highrise development.

We'll be posting draft policy moves and draft future land use maps on [Engaging Bellevue](#) next week and holding an Open House at Jing Mei Elementary on Saturday, January 20 from 10 am to 1 pm. (Please note the location change to Jing Mei.)

Comprehensive Plan Land Use designations will be brought before the Planning Commission for discussion during their February meetings. Recommendations for zoning classifications in BelRed would be brought forward to the Planning Commission later in 2024/early 2025 after adoption of the Comprehensive Plan.

Hope to see you at the Open House or at one of the upcoming Commission meetings. Please let me know if you have any questions.

Thank you,
Gwen

From: Charlie Bauman <charlie@guntowercapital.com>

Sent: Monday, January 8, 2024 12:27 PM

To: King, Emil A. <EKing@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>; Johnson, Thara <TJohnson@bellevuewa.gov>

Subject: Bel-Red FEIS - 1/4 mile station walkshed

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Happy New Year Emil, Gwen and Thara! I wanted to reach out to check in and keep the 130th station area map fresh in your minds as you wrap up the FEIS.

I'm circling back on the goal to have the final Comp Plan map show the RC-H-2 designation (the higher 25 story zoning) within at least ¼ mile of the 130th station. I believe this should be the ultimate outcome for a number of reasons:

1. Maximizing density around the light rail station is the best way to take advantage of the light rail infrastructure and provide for much needed housing
2. RC-H-2 will provide for an increase in height and FAR over the existing designation. RC-H-1 is essentially the same as what exists today (+/- 4FAR and 150ft in height). Current zoning hasn't resulted in ample housing even during an historically favorable development cycle. The new zoning should provide further flexibility and density to incentivize redevelopment.
3. Many of the parcels within ¼ mile of the station are encumbered by critical areas, which will naturally constrain developable area. The RC-H-2 will provide much more flexibility for these sites to best utilize the developable land.
4. Likewise, the ultimate street grid buildout greatly constrains redevelopment within Bel-Red. Yet another good reason for added zoning height/density and flexibility of form factor.
5. The ¼ mile walkshed is even less than the ½ mile walkshed being proposed under draft HB 2160.

Below is a map showing the ¼ mile walkshed around the 130th station. The highlighted and numbered parcels are the parcels owned by members of the Bel-Red stakeholder group, with whom you met a couple months ago. You can see that ¼ mile radius predominantly covers (near 70% of total area) stakeholder member's properties. This is over 125 acres of land that can be redeveloped into thousands of units of new affordable and market rate housing.

I'd love to hear any updates on your thinking regarding this as you dial in your recommendations for the final land use map.

Thank you!!



Charlie Bauman
Guntower Capital
charlie@guntowercapital.com
425-802-3352

From: [John Darvish](#)
To: [Khanloo, Negin](#)
Cc: [PlanningCommission](#)
Subject: Alternatives for Wilburton BR-MO-H2 Zoning
Date: Thursday, February 15, 2024 11:32:35 AM

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Dear Negin,

Thank you for your help. As always I feel indebted to you. This is a letter that I sent to all the planning commissioners and plan to send to council members.

Any feedback will be immensely helpful.

Thank you,

John

Dear Commissioner Khanloo,

My name is John Darvish and my wife, Dr. Nooshin Darvish, and I have been a property and business owner in the Wilburton area of Bellevue since 2002. We have owned and operated Holistique Medical Center since 2002. Also, we currently own 1200 116th Ave NE, Bellevue.

I would like to share with you our displeasure with the designation of BR-MO-H2 for the area that is directly across 116th Ave NE from Overlake hospital. We strongly believe it should be zoned BR-MU-H2. I have attached a short explanation with self-explanatory maps why BR-MU-H2 is the correct zoning for this area and why we will miss an opportunity for renewing this area which is now served by light rail and can play a critical role in renewing the neighborhood.

I have followed the the rezone effort since its inception and have been in communication with Emil King and Janet Shull. I have shared with them our vision on several occasions. Even though they think it is good idea, they have not however changed the zoning for this area. And have not received any feedback, directly or indirectly.

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John Darvish

John Darvish
CFO
Holistique Medical Center
Desk: 206-321-2202 Fax: 425-462-8919

happy man

Address: 1200 116th Ave NE Suite C. Bellevue, WA – 98004

Web: holistique.com Email: jderish@holistique.com

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From: [John Darvish](#)
To: [Goeppele, Craighton](#)
Subject: Alternatives for Wilburton BR-MO-H2 Zoning
Date: Thursday, February 15, 2024 4:05:54 PM
Attachments: [Two-Alternatives-For-BR-MO-H2.pdf](#)
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Two Alternatives for the Proposed Wilburton Area BR-MO-H2

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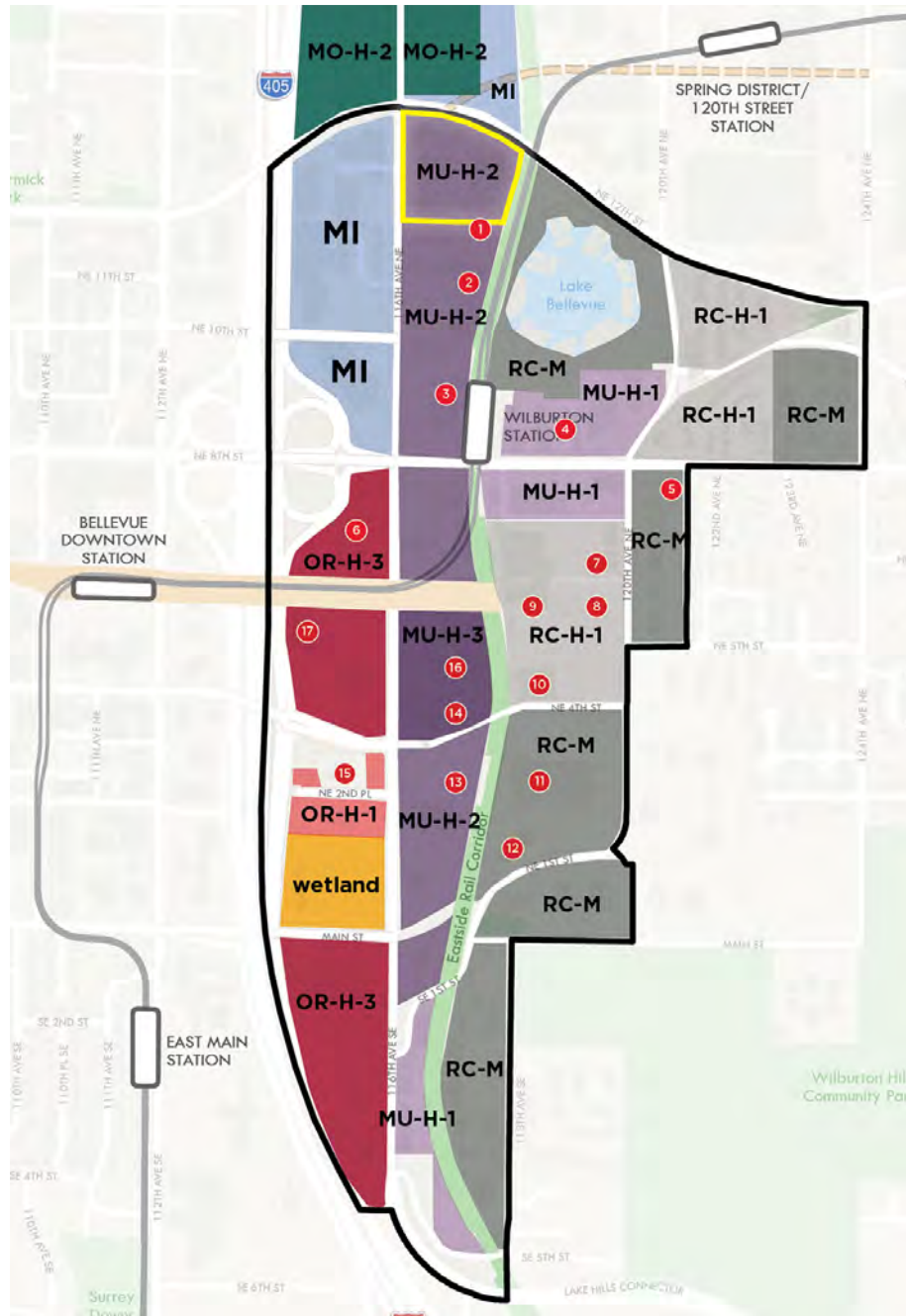
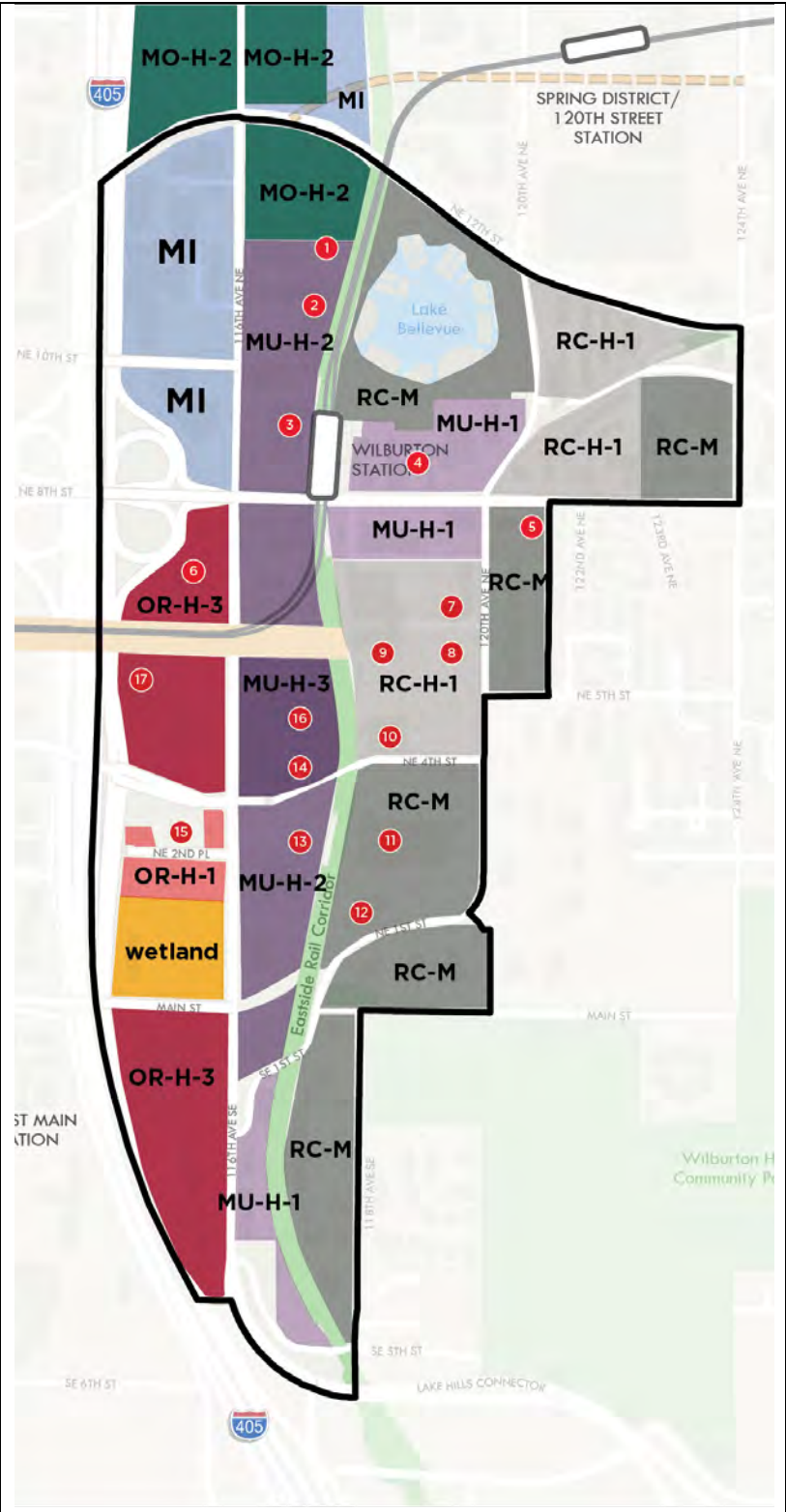


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From: [John Darvish](#)
To: [Brown, Karol](#)
Cc: [PlanningCommission](#)
Subject: Alternatives for Wilburton BR-MO-H2 Zoning
Date: Thursday, February 15, 2024 4:05:55 PM
Attachments: [Two-Alternatives-For-BR-MO-H2.pdf](#)
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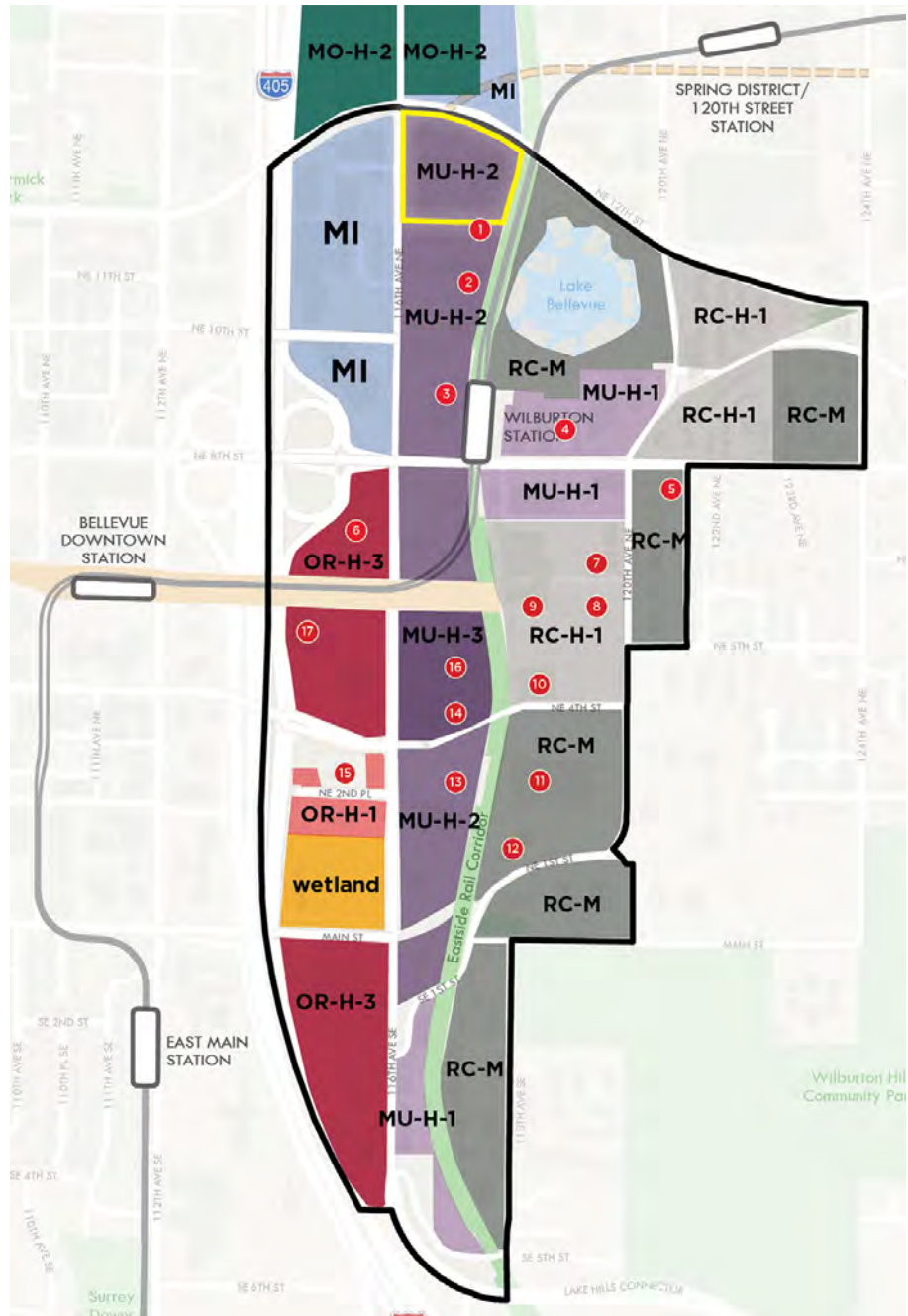
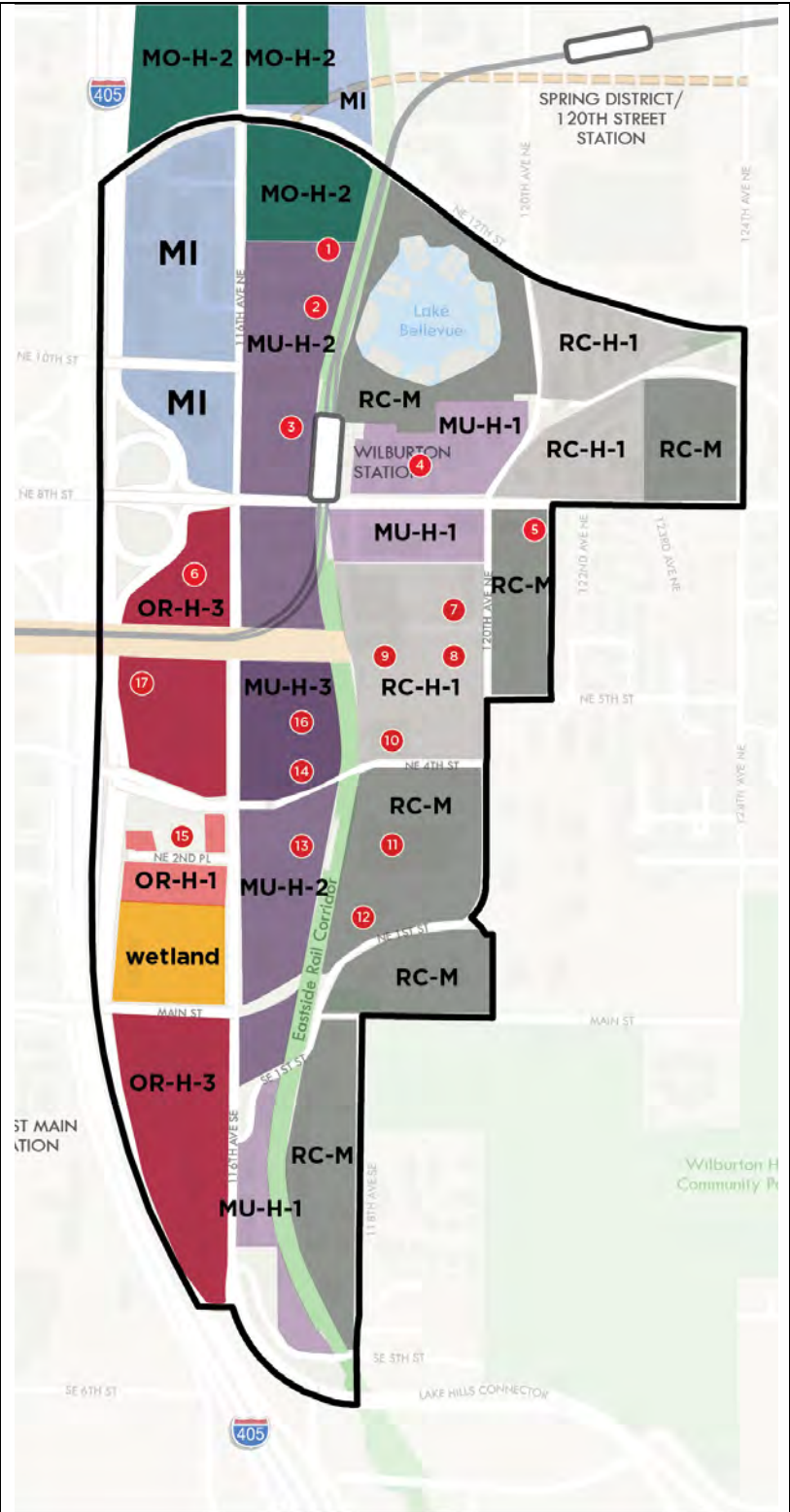


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From: [John Darvish](#)
To: [Bhargava, Vishal](#)
Cc: [PlanningCommission](#)
Subject: Alternatives for Wilburton BR-MO-H2 Zoning
Date: Thursday, February 15, 2024 4:05:56 PM
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Dear Chair Bhargava,

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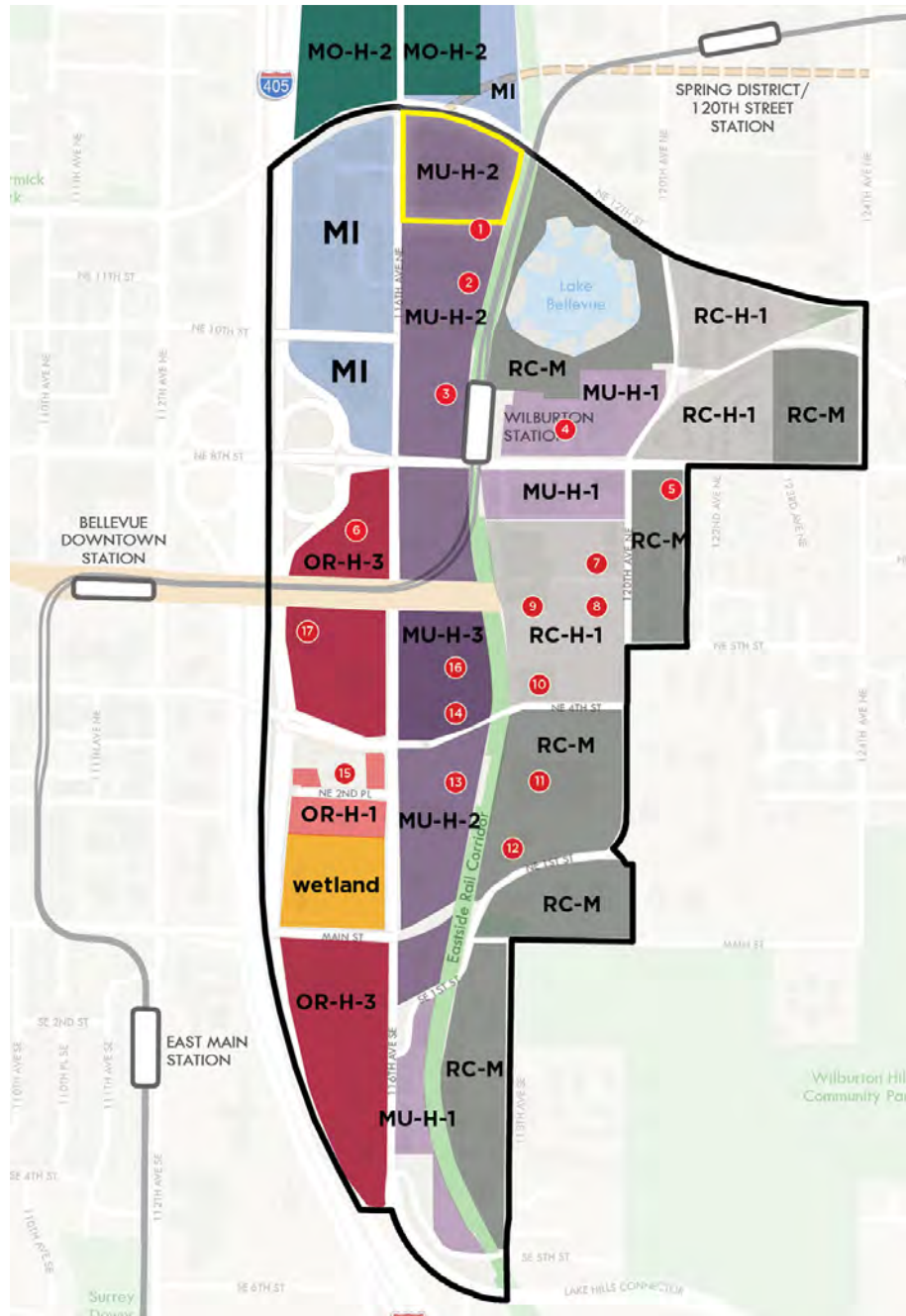
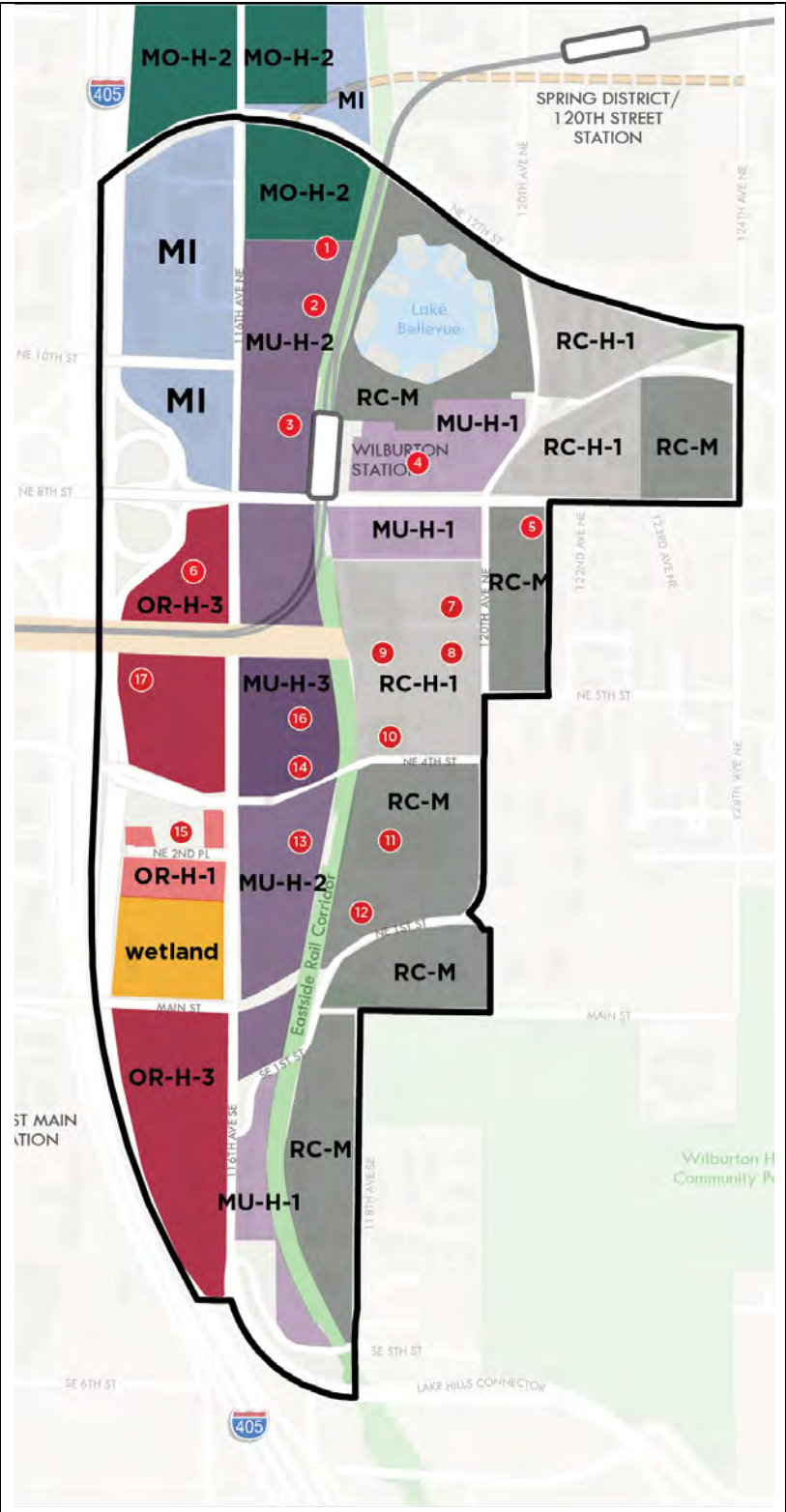


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From: [John Darvish](#)
To: [Ferris,Carolynn](#)
Cc: [PlanningCommission](#)
Subject: Alternatives for Wilburton BR-MO-H2 Zoning
Date: Thursday, February 15, 2024 4:06:24 PM
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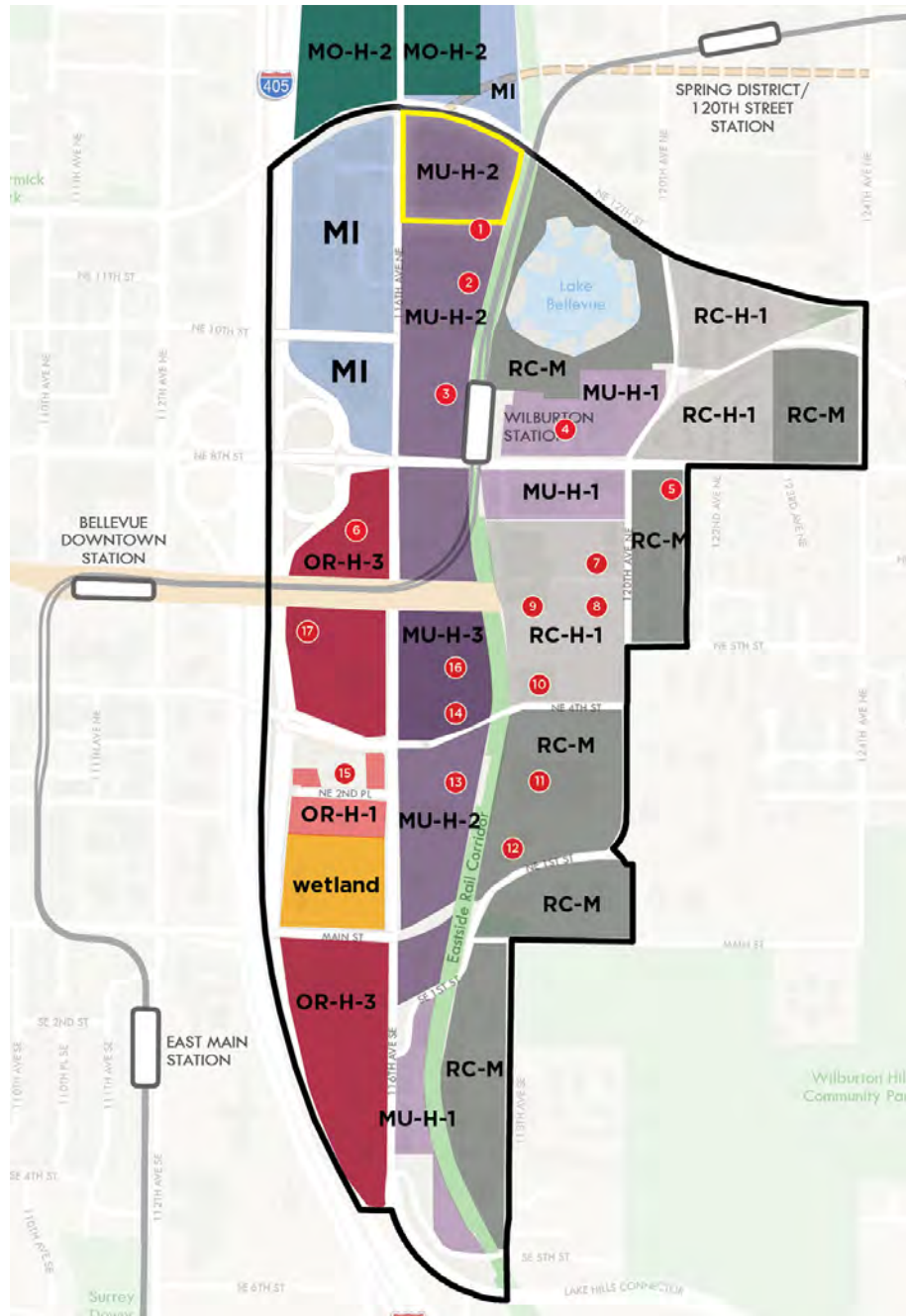
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Recommendation 2

Allow for substantial non-medical development in BR-MO-H-2. As established above, to encourage new development while meeting the need for possible medical use, allow other uses such as residential, hotel, office, senior living, Bio-Tech, retail, etc. to be combined with medical for this zone. Require minimum 20% of FAR dedicated to medical use for any new development in BR-MO-H-2 and incentivize fully medical development buildings by granting increased FAR. This will be in line with total expected medical need.

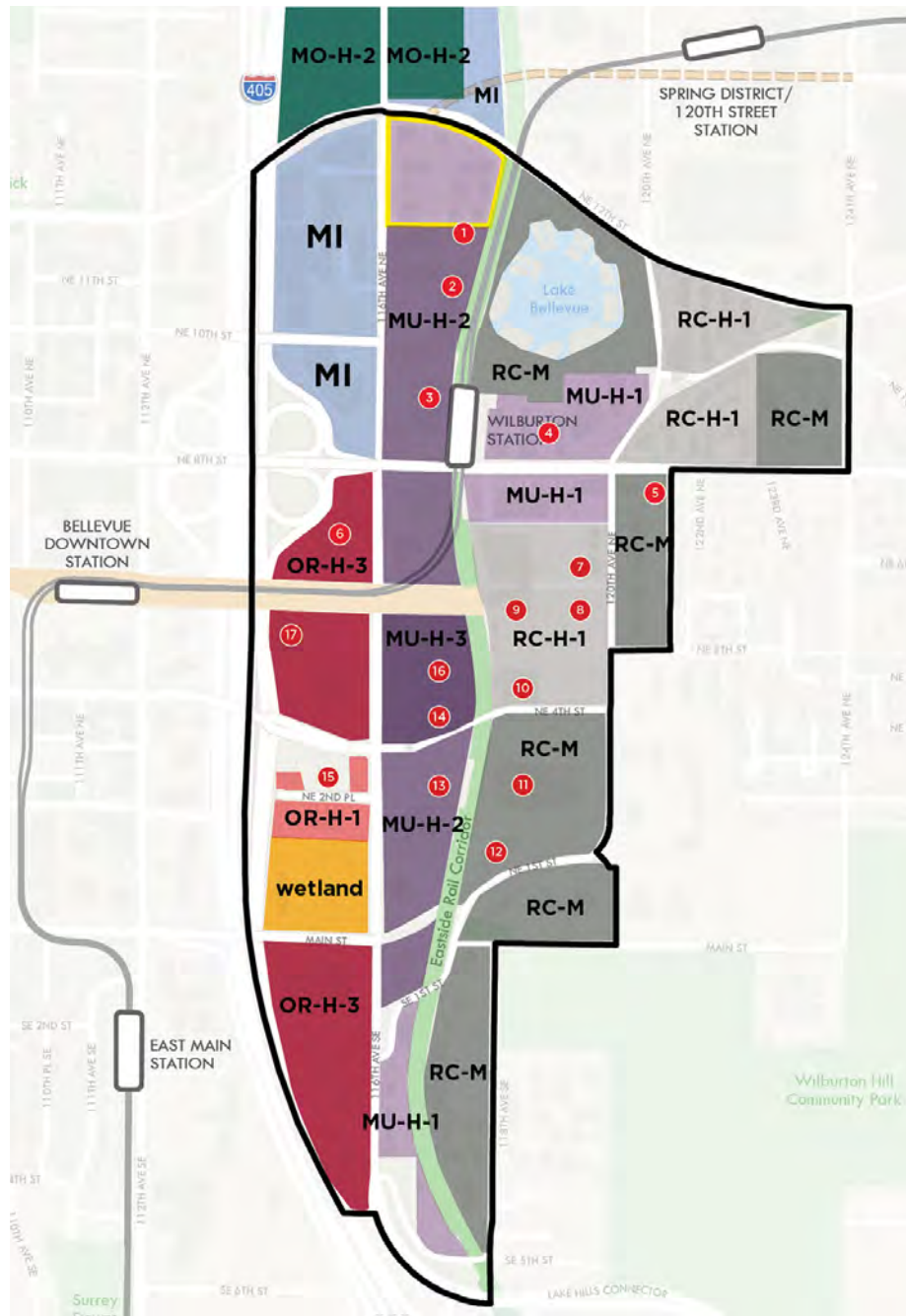
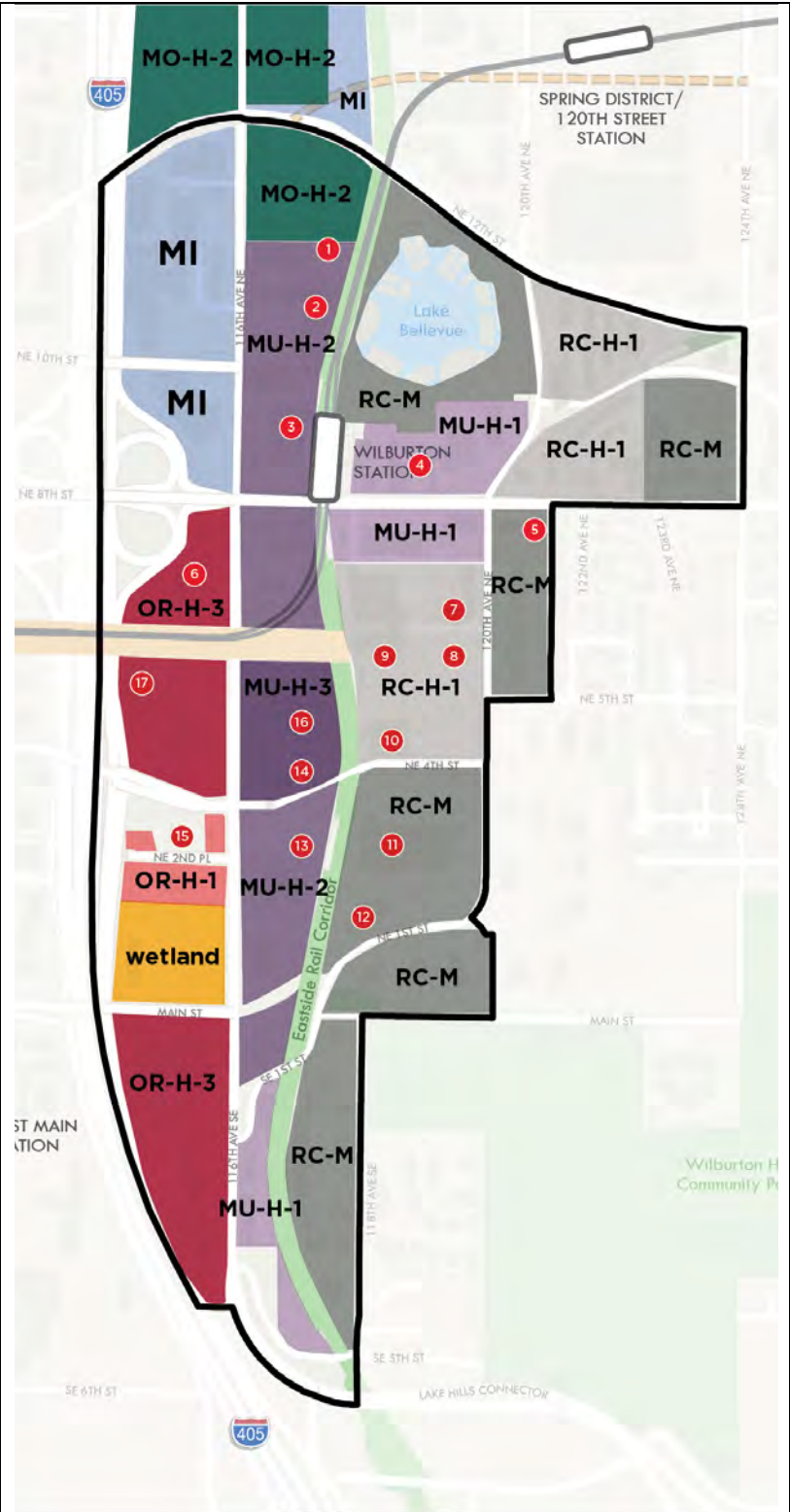


Exhibit A, Existing Zoning

The map below shows the established businesses in the Wilburton area.

Properties Rendered Not Developable within the next 20 years:

1. Parking Garage & Surface Parking
2. Design Market Retail Center
3. Whole Foods
4. Auto Nation (Porsche & Mercedes)
5. Park 120 Office Building
6. Hotel One Six (former Coast Hotel)
7. Uwajimaya Market & Total Wine
8. Bellevue School Bus Parking
9. Mutual Materials (could possibly be developed)
10. Best Buy & Parking
11. Home Depot
12. Ridgewood Corporate Center (possible)
13. Dave N Busters, Target, etc. (KG Investments)
14. Home Goods, Trader Joe's, etc. (KG Investments)
15. PSE Sub Station
16. Future Mixed-Use/Office/Retail (KG Investments)
17. Lincoln Center – City of Bellevue Owned



From: [John Darvish](#)
To: [Cuellar-Calad, Luisa](#)
Cc: [PlanningCommission](#)
Subject: Alternatives for Wilburton BR-MO-H2 Zoning
Date: Thursday, February 15, 2024 4:07:16 PM
Attachments: [Two-Alternatives-For-BR-MO-H2.pdf](#)
[ATT00001.htm](#)

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Dear Commissioner Cuellar-Clad,

My name is John Darvish and my wife, Dr. Nooshin Darvish, and I have been property and business owner in the Wilburton area of Bellevue since 2002. We have owned and operated Holistique Medical Center since 2002. We also own 1200 116th Ave NE, Bellevue.

I would like to share with you our displeasure with the designation of BR-MO-H2 for the area that is directly across 116th Ave NE from Overlake hospital. We strongly believe it should be zoned BR-MU-H2. I have attached a short explanation with self-explanatory maps why BR-MU-H2 is the correct zoning for this area and why we will miss an opportunity for renewing this area which is now served by light rail and can play a critical role in renewing the neighborhood. In our opinion and opinion of many, the need for new housing far outweighs any need for new medical office.

I have followed the the rezone effort since its inception and have been in communication with Emil King and Janet Shull. I have shared with them our vision on several occasions. Even though they think it is good idea, they have not however changed the zoning for this area. And have not received any feedback, directly or indirectly.

I would like to thank you in advance for your attention to this critical issue and welcome an opportunity to meet and discuss any questions you might have.

Sincerely,

John Darvish

Two Alternatives for the Proposed Wilburton Area BR-MO-H2

Background and Observations

The area of interest is bound by Bel-Red Rd to the north, 116th Ave NE to the west, Overlake parking Ramp to the south, and Lake Bellevue on the east. It is marked green and nicknamed BR-MO-H2, please see the map below.



In all the alternatives (Alternative 0-Alternative 3) listed in the latest proposal by the City of Bellevue planning staff this area has been designated for Medical Office, BR-MO-H2. We believe that this designation is wrong, and it should be zoned BR-MU-H2 due to several reasons listed below. But above all need for housing, specially affordable housing outside of downtown Bellevue. We also propose another alternative which is hybrid between MU and MO.

Background - This area consists of 10 properties that together make up roughly 325,000 SQFT of land, with about 119,000 SQFT improvements. All the buildings date back to 1950-1970 and are one or two-story class C buildings. Historically this area has been designated Medical Office, from NE 8th Street to Bel-Red- Road for as long as one can remember, 30+ years? Even with the last rezone for Bel-Red dating to to 2008, increasing the FAR to 4 and height to 150 feet, still did not initiate any new MOB development in this area. In fact for 40+ years no new building has been built in this patch of land! The only new medical buildings are on the Over Hospital campus. The main reason is the lack of any need for new medical offices outside of the Hospital campus!

Need for Housing- With the arrival of Light Rail and the need for more housing this area is particularly attractive for Transit Oriented Development (TOD). The parcels are much smaller than the parcels south of NE 8th St. therefore more flexible. The BR-MO-H2 zoned area has the highest concentration of small parcel and is the closest near-term developable area given the vintage of the buildings coupled with smaller non corporate tenants. Its proximity to the light rail station makes this area perfect for mixed-use and meets the needs for living and urbanization, which is the main goal of the Initiative. As an example, by displacing 8,000 of MOB one can add 240,000 of residential apartments. This is an extraordinary situation that does not exist in other Wilburton areas. Displacing, Wholefoods, HomeDepots, car dealerships etc. is not trivial.

Available Medical Zone - Furthermore, the area north of Bel-Red Road, designated as BR-MO-H2, is still available and well-suited for medical office development due to its proximity to Overlake and Children's Hospital. Additionally, Overlake Hospital still has land available on its campus for future large medical office development if and when the need arises.

Proper study to examine the actual need for MO - With the new proposed FAR between 5-6 and increased height of 250 feet, over 1.5 - 2.0 million SQFT of new medical space can be developed in BR-MO-H2 south of Bel-Red road alone! We estimate the total need for a new medical office for the next 20 years not to exceed 500,000 SQFT, which is between one third to one fourth of the potential for the proposed vision.

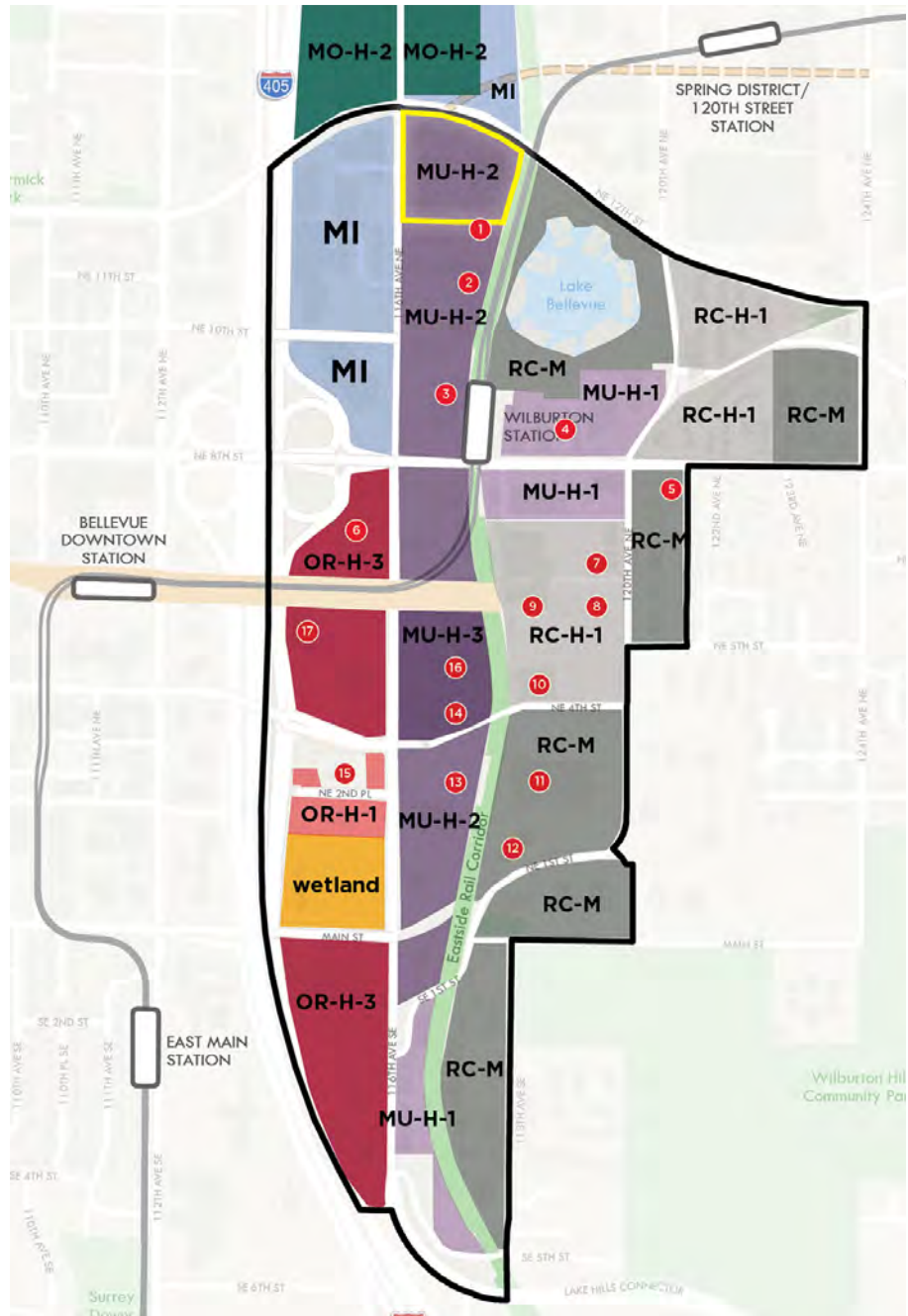
In conclusion, purely medical zoning will further stifle new development and extend the melancholy in this decaying yet full of potential neighborhood. The proposed zoning will also deprive Bellevue of the opportunity to create high density residential buildings with proximity to the light rail. The need for housing (specially affordable housing outside of downtown) outweighs the need for medical office while other possible areas, such as north of Bel-Red Road, are still zoned BR-MO-H2 and are close to both Children's and Overlake Hospitals.

Recommended alternatives to the proposed zoning

We are recommending these two alternatives to remedy the shortcomings in the current plan. They are listed in the order of preference. Obviously, they can be combined or acted upon solely depending on your judgement. We further believe that all the suggested alternatives are easy to implement and are not radically different than what has already been proposed. Nevertheless, implementing or combining one or more of the alternatives will further enhance and improve the current proposed plan. Given the current fluidity of the vision document and its support for urbanizing the rezone goals, we believe the alternatives should be given earnest consideration. Please see Exhibit B, below with illustrations.

Recommendation 1

Extend BR-MU-H-2 designation all the way north to Bel-Red Road and keep BR-MO-H-2 to the North of Bel-Red Road. This will enable maximizing the use of Light Rail Station while protecting future medical office needs. The Washington Park complex located at 1407 116th Ave NE and all the properties north of Bel-Red is more than enough for medical office.



Recommendation 2

Allow for substantial non-medical development in BR-MO-H-2. As established above, to encourage new development while meeting the need for possible medical use, allow other uses such as residential, hotel, office, senior living, Bio-Tech, retail, etc. to be combined with medical for this zone. Require minimum 20% of FAR dedicated to medical use for any new development in BR-MO-H-2 and incentivize fully medical development buildings by granting increased FAR. This will be in line with total expected medical need.

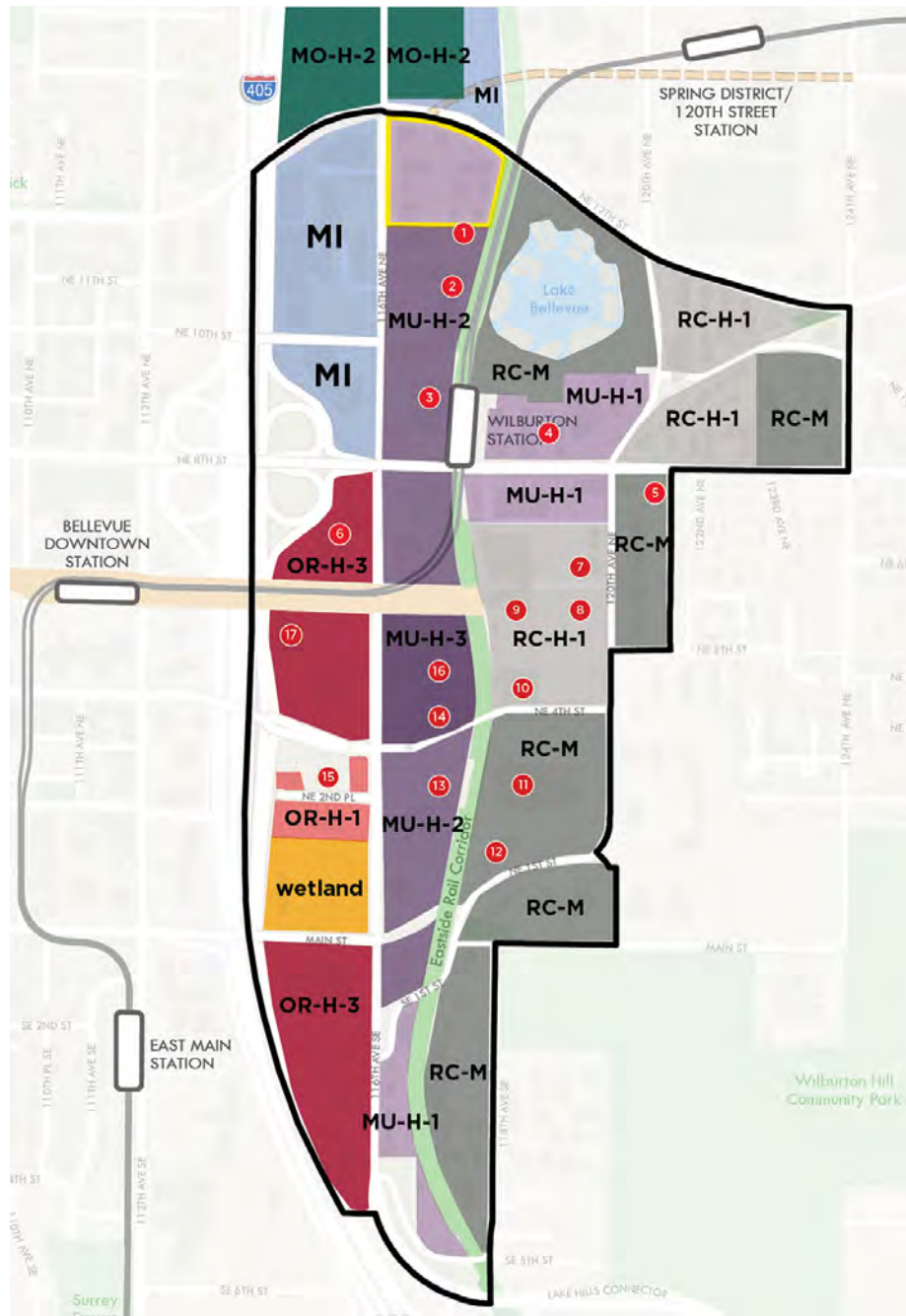
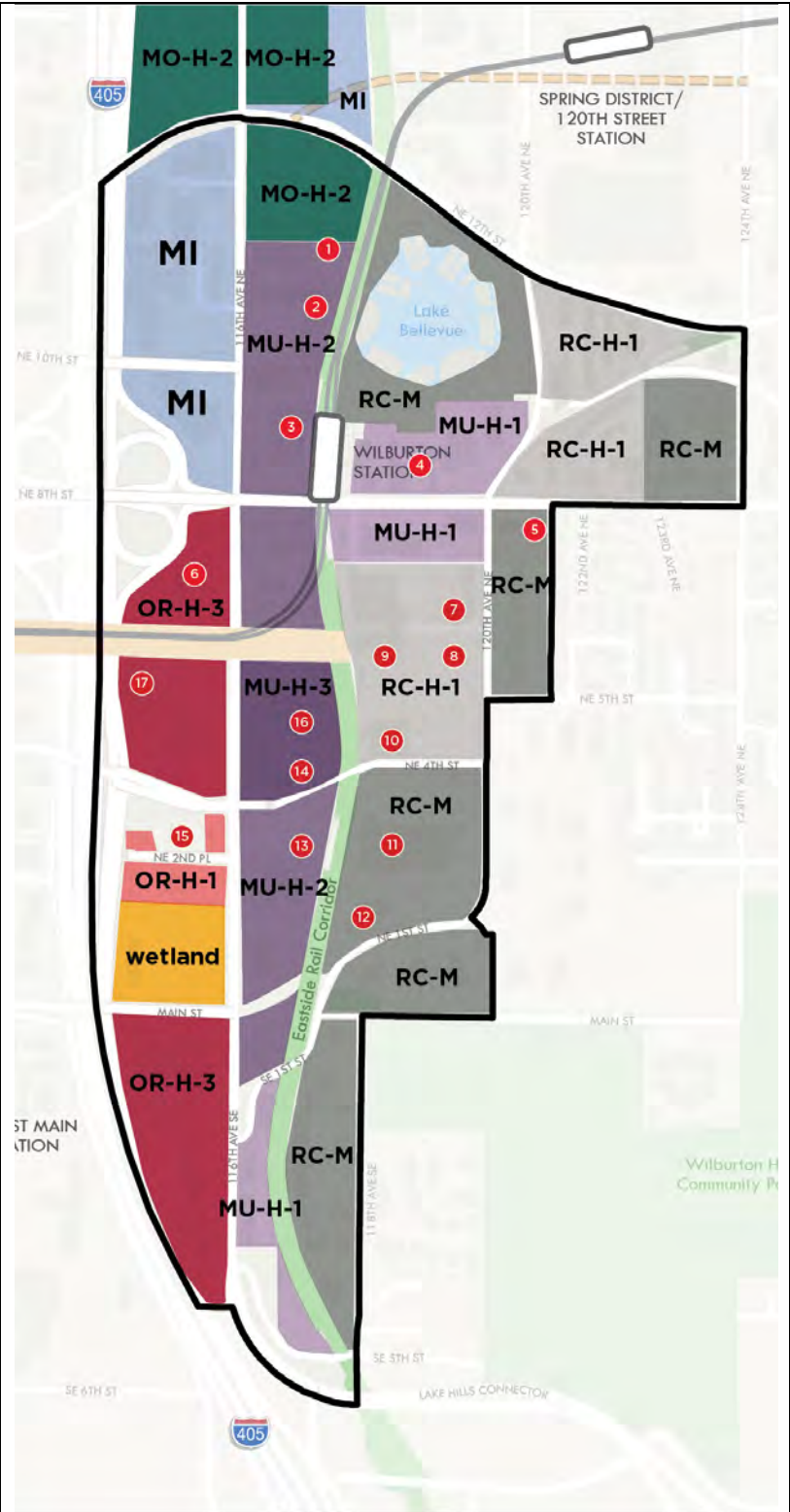


Exhibit A, Existing Zoning

The map below shows the established businesses in the Wilburton area.

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1. Parking Garage & Surface Parking
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3. Whole Foods
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5. Park 120 Office Building
6. Hotel One Six (former Coast Hotel)
7. Uwajimaya Market & Total Wine
8. Bellevue School Bus Parking
9. Mutual Materials (could possibly be developed)
10. Best Buy & Parking
11. Home Depot
12. Ridgewood Corporate Center (possible)
13. Dave N Busters, Target, etc. (KG Investments)
14. Home Goods, Trader Joe's, etc. (KG Investments)
15. PSE Sub Station
16. Future Mixed-Use/Office/Retail (KG Investments)
17. Lincoln Center – City of Bellevue Owned



From: [Jim Reed](#)
To: [PlanningCommission](#)
Subject: Bel Red Property Committee Submittal to City of Bellevue Planning Commission
Date: Friday, February 16, 2024 12:02:58 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[Bel-Red_Stakeholders-Owners Map.pdf](#)
[Bellevue Planning Commission BRPC Final Letter 2.16.2024.pdf](#)

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Good morning City of Bellevue Planning Commission:

My name is Jim Reed and I am the chairperson of the Bel Red Property Committee, a large group of Bel Red properties specifically focused around the 130th and 132nd stations. Our group of owners/committee members collectively has over 135 acres or about 6 million square feet of land in this subarea.

On behalf of the Bel Red Property Committee I am pleased to provide you with the attached letter that references specific topics the group would like to collaborate with you and the city of Bellevue on. In addition to the letter I have attached a map showing all of the properties and ownership groups involved in the committee. The map is missing a few new participants, but I will provide the updated map next week that shows the additional properties/addresses and ownership entities that get us over 135 acres.

If you have any questions please don't hesitate to contact me, and as the letter suggests, the committee would love the opportunity to meet with you and discuss these topics in the near future.

Thank you for your time and have a great weekend.

Jim Reed, SIOR

Principal

Lee & Associates | Pacific Northwest

D 206.210.5202

C 425.679.1681

O 425.454.4242

jreed@lee-associates.com



COMMERCIAL REAL ESTATE SERVICES

170 120th Avenue NE | Suite 203
Bellevue, WA 98005



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BEL-RED / PROPERTY OWNERS

	OWNERSHIP NAME	PROPERTY ADDRESS	LAND SF		OWNERSHIP NAME	PROPERTY ADDRESS	LAND SF
1	13200 LLC	13200 NE Bel Red Road	54,000	44	Mayers Group Invest	1760 135th Place NE	20,066
2	136th Parkplace LLC	1780 136th Place NE	46,775	45	Mayers Group Invest	1611 136th Place NE	182,243
3	136th Parkplace LLC	1802 136th Place NE	40,621	46	Mayers Group Invest	1645 136th Place NE	25,497
4	1603 133rd Place NE Property	13280 NE Spring Blvd	57,834	47	Mercer Island Real Estate V	1408 130th Avenue NE	49,036
5	1700 132nd LLC	1700 132nd Avenue NE	51,432	48	Mountvue Place LLC	14508 NE 20th Street	203,425
6	1750 132nd LLC	1750 132nd Avenue NE	29,733	49	MRM	1820 130th Avenue NE	116,413
7	520 Bellevue II LLC	14404 NE 20th Street	124,076	50	MRM	1850 130th Avenue NE	59,889
8	520 Bellevue II LLC	14408 NE 20th Street	78,854	51	MRM	1803 130th Avenue NE	58,367
9	Alco Spring District	1500 124th Avenue NE	139,414	52	MRM	1950 130th Avenue NE	16,000
10	Bel Red Design Center LLC	13500 NE Bel Red Road	106,975	53	MRM	1960 130th Avenue NE	19,600
11	Bel Red South LLC	13212 Bel Red Road	50,209	54	MRM Redmond	2475 140th Avenue NE	395,089
12	Bel Red South LLC	1515 134th Avenue NE	16,991	55	N124 Holdings LLC	2100 124th Avenue NE	43,124
13	Bel Red South LLC	1400 132nd Avenue NE	22,521	56	N124 Holdings LLC	2020 124th Avenue NE	39,948
14	Bel Red South LLC	13310 Bel Red Road	70,707	57	N124 Holdings LLC	2000 124th Avenue NE	40,401
15	Bel Red South LLC	1405 134th Avenue NE	19,460	58	N124 Holdings LLC	1940 124th Avenue NE	40,750
16	Bel Red South LLC	13210 Bel Red Road	8,385	59	Nash Holland Chambers	1831 130th Avenue NE	44,782
17	Bell 134th LLC	1509 134th Avenue NE	15,625	60	Nash Holland Northup	12863 Northup Way	101,139
18	Cadman Inc	1605 130th Avenue NE	402,588	61	Northup Center LLC	12121 Northup Way	93,916
19	Cameron Center	1813 130th Avenue NE	25,788	62	Northup Center LLC	12031 Northup Way	43,784
20	Cameron Center	1809 130th Avenue NE	16,504	63	Northup Center LLC	12021 Northup Way	42,282
21	Cameron Center	1811 130th Avenue NE	15,393	64	OB Northup Properties LLC	13421 NE 20th Street	54,435
22	CLPF 1422 130th Ave NE LLC	1424 130th Avenue NE	67,166	65	OB Northup Properties LLC	13419 NE 20th Street	48,654
23	CLPF 1422 130th Ave NE LLC	1422 130th Avenue NE	20,857	66	OB Northup Properties LLC	13411 NE 20th Street	20,803
24	Evans Company	1431 130th Avenue NE	68,791	67	OB Northup Properties LLC	13283 NE 20th Street	24,934
25	Evans Company	1508 128th Place NE	16,320	68	OB Northup Properties LLC	13235 NE 20th Street	24,934
26	Evans Company	1503 128th Place NE	62,951	69	OB Northup Properties LLC	13263 NE 20th Street	92,400
27	Evans Company	12702 NE 15th Place	143,218	70	OB Northup Properties LLC	13219 NE 20th Street	39,404
28	Evans Company	12824 NE 14th Place	14,040	71	OB Northup Properties LLC	13285 NE 20th Street	29,250
29	Evans Company	12832 NE 14th Place	14,625	72	Par 5 Heritage Center	13427 NE Spring Blvd	116,060
30	Evans Company	1455 130th Ave NE	25,515	73	PBNK Development	1705 132nd Avenue NE	102,439
31	Evans Company	12831 NE 14th Place	41,458	74	Propet USA	13429 NE 20th Street	82,546
32	Evans Company	1429 130th Ave NE	17,845	75	Propet USA	13431 NE 20th Street	81,546
33	Evans Company	12730 NE Bel Red Road	82,695	76	Propet USA	13433 NE 20th Street	42,488
34	Evans Company	2255 140th Avenue NE	106,264	77	Propet USA	1805 136th Place NE	36,234
35	Evans Company	2205 140th Avenue NE	88,746	78	Radiance Tower	1801 130th Avenue NE	28,235
36	Evans Company	2208 136th Place NE	74,382	79	Reep-LP Bellevue Station JV	1525 132nd Avenue NE	78,616
37	Evans Company	2350 136th Place NE	88,905	80	Sabey Properties	1807 130th Avenue NE	36,100
38	Evans Company	12775 NE Spring Blvd	78,351	81	Seattle Investment Properties LLC	13817 NE 20th Street	70,042
39	Evergreen Building Partners LLC	1721 132nd Avenue NE	50,560	82	Seattle Investment Properties LLC	1709 139th Place NE	45,302
40	Mayers Group Invest	13356 NE Spring Blvd	38,790	83	Stellar	13013 NE 20th Avenue NE	25,700
41	Mayers Group Invest	1703 135th Place NE	32,668	84	Vulcan	13238 NE Spring Blvd	56,916
42	Mayers Group Invest	1605 135th Place NE	62,470	85	WTM Property LLC	13201 NE Spring Blvd	118,851
43	Mayers Group Invest	1737 135th Place NE	34,500				
					TOTAL	5,516,642	

February 16, 2024

Bellevue City Planning Commission

PO Box 90012

Bellevue, Washington 98009

Via mail and Email: PlanningCommission@bellevuewa.gov

RE: Bel Red Property Committee Comments on Bellevue 2044 Update - Bel-Red Area

Dear Chair Bhargava and Fellow Planning Commissioners,

We, representing the Bel-Red Property Committee (“BRPC”), a group of owners in the Bel Red subarea with ownership of 135 acres/6 million square feet of property (see attached map), offer the following comments in response to the Draft Environmental Impact Statement (“DEIS”) for the Bellevue 2044 update and the Final Environmental Impact Statement (“FEIS”) for the Bellevue Comprehensive Plan:

1. Street Grid:

- Express concerns about the existing street grid plan lacking alignment with property boundaries and topography.
- Suggest studying necessary streets for efficient transit function before imposing grid requirements.
- Support removal of the existing Bel-Red street grid map and adoption of block length standards based on a multimodal transit analysis.

2. Critical Areas:

- Bel-Red faces disproportionate impacts from Critical Areas (CAs), hindering redevelopment.
- Propose analyzing CA impacts and incentivizing on-site rejuvenation, aligning with existing CL-97 policy. Provide for an exemption from (steep slope) critical areas in cases where new development will provide properly-engineered construction for slope stabilization.
- Encourage policies that promote creek daylighting for habitat improvement during feasible redevelopment.

3. Proximity to the Station:

- Recommend FEIS Preferred Map to include highest densities within a 1/2 mile radius of the station, in alignment with House Bill-2160.

4. Mixed-Use Designation and Retail Viability:

- Emphasize the need for a balanced mix of housing and commercial/office to support thriving retail corridors.

- Revise draft policy S-BR-24 to accommodate a mix of housing, retail, and services, emphasizing housing while supporting commercial.

5. Development Standards:

- Address concerns about current standards limiting development up to eight stories.
- Propose changes, including eliminating FAR constraints for residential, adjusting floor plate sizes, and reconsidering upper-level setbacks and step backs.
- Encourage revisions to enable feasible development and take advantage of (EIS Alternative 3) higher densities within Bel-Red.

Thank you for considering our input. We look forward to collaborating with Bellevue City Council, the Planning Commission and the planning department and staff to achieve mutually beneficial zoning outcomes. When appropriate the BRPC would like to host members of the Planning Commission to meet and discuss the Bel Red area and walk through some of the opportunities and the challenges that exist for the area. We will reach out directly to schedule in person meetings with you.

Sincerely,



Jim Reed Jr., Dual SIOR
Principal, Bel Red Property Committee Chair
Lee & Associates Commercial Real Estate Services LLC
170 120th Avenue NE, Suite 203
Bellevue, Washington 98005
jreed@lee-associates.com
Cell: 425-679-1681

The list of BRPC owners is listed and highlighted in the attached map.

From: [BelRed Arts District](#)
To: [PlanningCommission](#)
Subject: Comments/Feedback for Comp Plan 2044 and BelRed Look Forward Policy Updates
Date: Friday, February 16, 2024 3:42:45 PM
Attachments: [BelRed Arts District Community Alliance 2024_02.16 Comment Letter.pdf](#)

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Hello Planning Commissioners,

Thank you so much for the opportunity to provide comments/feedback for the Comp Plan 2044 and BelRed Look Forward proposed policy updates. We -- The BelRed Arts District Community Alliance -- have a mission to cultivate a sustainable and vibrant creative district that celebrates a diverse community and meaningfully connects everyone through arts, culture, and innovation within the BelRed area. In order for our mission to come into fruition, we believe our comments/feedback will help the City of Bellevue understand the importance of sustaining current creative businesses, building affordable commercial spaces and developing affordable housing for artists. We've provided our full comments/feedback in the PDF document attached, thank you again for the opportunity and we're incredibly appreciative of the City's vision for BelRed to be a cultural experience on the Eastside.

Respectfully,
Maria Lau Hui & Sandy Vo
BelRed Arts District Community Alliance

Thank you for the opportunity to comment on the Comp Plan 2044 and the BelRed Look Forward updated policies.

The BelRed Arts District Community Alliance is appreciative of the City's vision for BelRed to be "a unique destination providing a one-of-a-kind cultural experience on the Eastside, featuring a thriving arts and creative community in the BelRed Arts District." The updated measures of:

- **New** policy to provide support and resources to organizations that can help grow, fund, and manage the Arts District.
- **Updates** to enhance policies call for funding, integration, and investment in a wide range of artworks, projects, and events that enhance the visibility of the Arts District.
- **New** policies to secure long-term affordable arts and cultural space, as well as affordable artist housing.
- **New** policy to support programs and events that facilitate collaboration between artists, other creatives, and the broader community.
- **New** policy to develop a dedicated indoor central meeting space for events, classes, programs, and other arts uses.
- **New** policy to incorporate artistic components and amenities into city facilities.

Are critical to ensuring the BelRed Arts District is a sustainable and vibrant creative community that celebrates Bellevue's diversity and meaningfully connects everyone through arts, culture, and innovation. We believe in the importance of arts and culture in bringing the community together and are supportive of the policies above to daylight the limitless potential of the district.

In reviewing the *BelRed Look Forward CPA: Proposed Policy Amendments to the BelRed Subarea Plan (Public Review Draft - Jan 15, 2024)*, we also have the following comments:

1. New S-BR-1. We believe in the importance of retainment, preservation, and attraction of **new and existing** creative businesses in BelRed. We do not wish to see the existing businesses be priced out and recommend keeping the deletion of "retaining many existing businesses" but updating it as "retaining existing creative and cultural businesses."
2. New S-BR-10. The preclusion of new light industrial uses would eliminate creative and artistic establishments such as glass blowing and additional pottery/ kiln firing studios in the BelRed Arts District. We recommend including verbiage that robust, creative agencies that may be classified as light industrial be allowed. We envision such businesses would add tremendous value to enhance the vibrancy of the District.
3. New S-BR-35. We recommend adding culturally relevant agencies, often tied to the diverse ethnicities within Bellevue, to be included in the preservation and/or relocation of small ethnic grocery stores and restaurants in this measure.

Furthermore, in reviewing the current Land Use Code (LUC 20.25D), we noted there are opportunities for more robust supportive measures that would make these policies, in particular affordable creative commercial spaces, achievable. The current FAR incentive system (LUC20.25D.90) allows 3 different sets of criteria that would enable developers to achieve greater FAR. However, this current system has a built-in mechanism where affordable housing and park dedications are prioritized as Tier 1a&b incentives. If the above vision for BelRed to be an art and cultural destination is to be actualized, we respectfully ask the City to reconsider the incentive system such that the inclusion of arts and cultural spaces is to be a dominant priority, not a second-tier consideration. Our recommendation is to reprioritize the FAR incentives such that Childcare/ Nonprofit Space (currently Tier 2) **and Affordable Creative Commercial Spaces** be included as part of the Tier 1 incentive system with a greater than the current .5 FAR assignment. These critical elements benefit the overall well-being of the community and need greater consideration. Additionally, we recommend the LUC to include a definition and/or definitive qualifiers of affordable creative commercial space to assist developers in how to achieve this incentive.

Arts and culture are not intangible assets. The Arts & Economic Prosperity 6's data tells us that, "over 850,000 people attended nonprofit arts and culture events in Bellevue in 2022, with roughly 20% of that audience comprised of tourists and visitors. Bellevue's nonprofit arts and culture industry generated \$54.3 million in economic activity in 2022, with the typical arts event attendee spent \$49.07 per person here." The creative economy is a dominant force in generating revenues for local business owners, developers, and the City. Arts and culture deserve a place in BelRed.

Thank you for the opportunity to comment and consideration of our input.

Respectfully,
Maria Lau Hui & Sandy Vo
BelRed Arts District Community Alliance



From: wei@winsoninvestment.com
To: [PlanningCommission](#)
Cc: [Rousseau, Gwen](#); [Johnson, Thara](#)
Subject: proposed change of the zoning area in FEIS
Date: Saturday, February 17, 2024 6:11:05 PM
Attachments: [image001.png](#)
[Meeting-Futuer Land Use-Sumary.pdf](#)

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Dear members of the planning commission,

First of all, thank you all for working diligently on the Bellevue 2044 Plan, which defines our crucial Urban Centers in the next twenty year. After reviewed the FEIS document, I would like to suggest a change in the Future Land Use plan in the FEIS. Before I had chance to meet with city planners in charge, Gwen and Thara to discuss the issue, they both fully understand the content of my proposal. Here is a summary of the proposed change, please review with the attached plan diagram.

The accompanying PDF includes a legend that visually represents our proposal:

1. The area **outlined in red** signifies the proposed change from the current FEIS **BR-MU-M** zone to the **BR-RC-H-1** zone. (this is our proposed change)
2. The **blue-outlined area** indicates the car dealership, which is planned to remain for the long term. (*No proposed changes from me at this point, it is up to the city to decide.*)
3. The **yellow-outlined area** represents the Safeway Plaza, which is also intended for long-term use and is currently optimized for its purpose. (*No proposed changes from me at this point, it is up to the city to decide.*)

Below is the rationale for the proposed change:

1. **Cross street zoning change makes more sense for shadowing and impact from southside Highrise buildings.** This principle seems align with numerous zone changes outlined in the FEIS plan. Our property (outlined in red dashes in the drawing) faces direct shadowing impacts from both the south and west sides. The proposed change would unify the zoning for both the south and north portions into the same high-rise zone.
2. **Importance of streetscape of the 136th PL NE:** The streetscape along 136th PL NE is of paramount importance. With Highrise buildings on both the west and south sides of the proposed area (outlined in red dashed area in the drawing), I believe the proposed change would create a more balanced street view, enhancing the overall streetscape. Additionally, both sides of 136th Place NE feature well-maintained, landscaped sidewalks within a half-mile walking distance from the 130th ST station, underscoring the need for equitable treatment.

3. **Consideration of property use informs the proposed zoning boundary:** While some properties have long lease terms and their current use remains optimal for an extended period, on the other hand, our property (within the red dashed area) has a lease set to terminate in 2028, necessitating redevelopment.

4. **Unique neighborhood:** The presence of a creek running through the proposed change area (red dashed area) and its neighboring properties in the south adds to the unique character of the neighborhood. Accepting the proposed change would result in both properties north and south of the creek forming a distinct neighborhood with the same high-rise zoning.

Thank you once again for your time and consideration. Please do not hesitate to reach out if you would like to delve further into this matter.

Best regards,

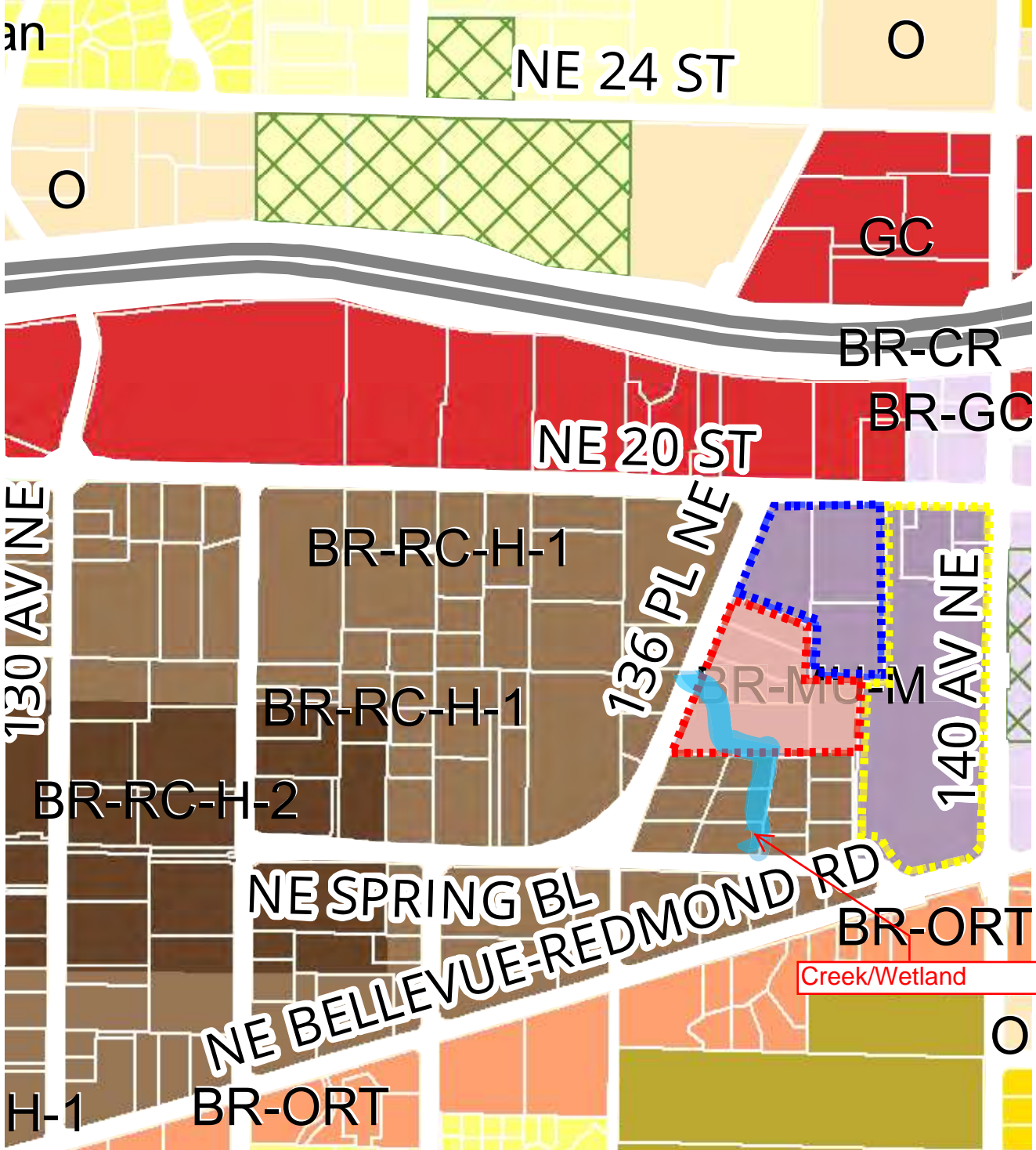
Wei Zhang

t: +1 425 732 2530

a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com





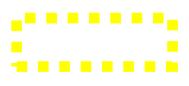
LEGEND



Car Dealers (long term stay)



Proposed change to BR-RC-H-1



Safeway Shopping Plaza
(Long term stay)

Johnson, Thara

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Tuesday, March 12, 2024 9:28 PM
To: TransportationCommission
Cc: PlanningCommission; Council; Kevin Wallace
Subject: KDC WPI Written Comment on Bel-Red Policy S-BR-54
Attachments: KDC WPI Letter to Transportation Commission S-BR-54.pdf

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Chair Stash and Commissioners,

Please accept the attached letter on behalf of Kemper Development and Wallace Properties, with our request that Bel-Red transportation policy S-BR-54 be retained and amended to maintain existing arterials.

Thank you for your consideration.

Sincerely,

Mariya Frost
Director of Transportation
Kemper Development Company
The Bellevue Collection | Bellevue Square Lincoln Square Bellevue Place
425-460-5925 Mobile
mariya.frost@kemperdc.com
www.bellevuecollection.com





March 13, 2024

City of Bellevue
Transportation Commission
450 110th Avenue NE
Bellevue, WA 98004

RE: March 14 Transportation Commission Meeting – Bel-Red Transportation Policies
Request to Maintain & Amend Policy S-BR-54

Commissioners,

Please retain Bel-Red Subarea Plan Policy S-BR-54 and amend it to clarify that the intent of the transportation element of the Bel-Red Subarea Plan is to both add new arterial capacity and maintain the capacity of the existing arterials.

Proposed policy language (new language is underlined):

S-BR-54 – Maintain existing arterials, and design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to citywide and regional travel demand.

The Transportation Department's stated rationale for eliminating S-BR-54 is "General design standards for arterials and local streets are provided in the citywide Transportation Design Manual...Bel-Red Street Development Standards are in the Land Use Code 20.25D.140." The TDM covers "how" to build arterials, whereas the Comprehensive Plan concerns "whether" and "why."

Staff have also noted that they believe this policy is redundant with TR-17, TR-18, and TR-24, all of which have to do with providing and accommodating multimodal options and complying with the ADA (TR-24). None of these policies direct for the development of *arterial improvements to serve travel demand generated by the Bel-Red Land Use Plan*. S-BR-54 is entirely unique in its direction to provide arterial improvements and connecting those needed improvements to planned growth.

Bellevue's multimodal transportation system depends heavily on the network of major arterials, minor arterials and collector arterials throughout the City. In the case of major arterials, like Bel-Red Road, NE 12th Street, 120th Ave. NE and 124th Ave. NE, their capacity impacts not just the local area, but the regional transportation network as well. Bel-Red lies at the confluence of the growth areas of both Bellevue and Redmond, and the Comp Plan Update's proposal to dramatically increase density in the Wilburton and Bel-Red makes the arterial system in these Subareas even more significant.

This is why Bellevue, for the last decade, and for decades to come, has and will continue to invest hundreds of millions of taxpayer dollars to pay for the expansion of arterial road improvements throughout Wilburton and Bel-Red. These new investments reflect the fact that the existing arterial system is inadequate, not that it is unnecessary.

As is evident from the arterial map and frequent transit map in the Comprehensive Plan (Map TR-2 and Map TR-4, included below), for a vibrant multimodal transportation system in the Bel-Red Subarea, and

one that serves the rest of the City and the region, it is essential that Bellevue continue to both expand the Bel-Red arterial system, and *maintain* the capacity that exists today.

The existing Comprehensive Plan and Bel-Red Subarea Plan support the concept of maintaining and expanding arterials in Bel-Red and throughout the City for the following reasons:

1. Support new development.

- S-BR-4 - Develop and implement a phased approach to new commercial development, so that transportation...infrastructure is in place or committed to serve the needs of growth...
- TR-50 – Provide an arterial system [to] support local and regional mobility and land use plans.
- S-BR-54 – Serve travel demand generated by the Bel-Red Land Use Plan.

2. Reduce traffic congestion, improve the travel experience and preserve mobility capacity.

- TR-2 – To aggressively plan, manage, and expand the transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.
- TR-52 – Classify city streets according to their function, so that needed mobility capacity may be preserved.
- TR-56 – Ensure that maintenance of the existing transportation system be given priority consideration.

3. Support the Frequent Transit Network.

- TR-78 – Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between Activity Centers.

4. Protect neighborhoods from traffic spillover impacts.

- The stated goal of the Bel-Red Subarea Plan Transportation Element is “To create a more complete, connected and well-balanced transportation system, while protecting neighborhoods from spillover traffic impacts...”
- S-BR-3 - Reduce and mitigate the...transportation spillover impacts of new development..

5. Serve citywide and regional travel demand.

- S-BR-54 – Serve travel demand generated by...citywide and regional travel demand.

As to the proposed amendment, it is evident from the context and other sections of the document that when drafting the original Subarea Plan, the Commission, Council and City staff saw maintaining Bel-Red’s existing arterial roads as a given. It still should be, but it has become apparent that the Comprehensive Plan needs to state it plainly.

Thank you for considering our comments.

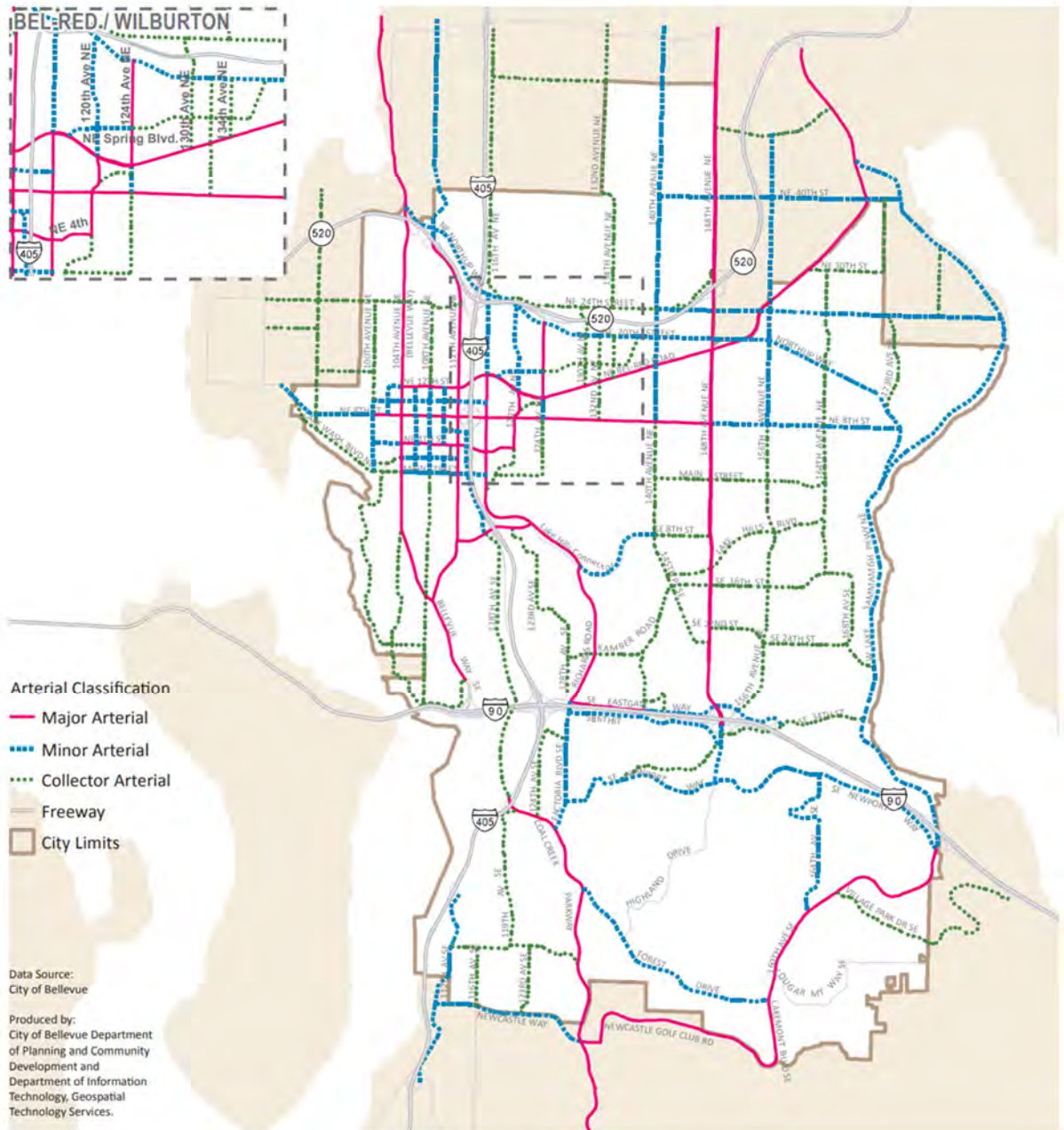
Sincerely,

Mariya Frost
Transportation Director
Kemper Development Company

Kevin Wallace
President
Wallace Properties, Inc.

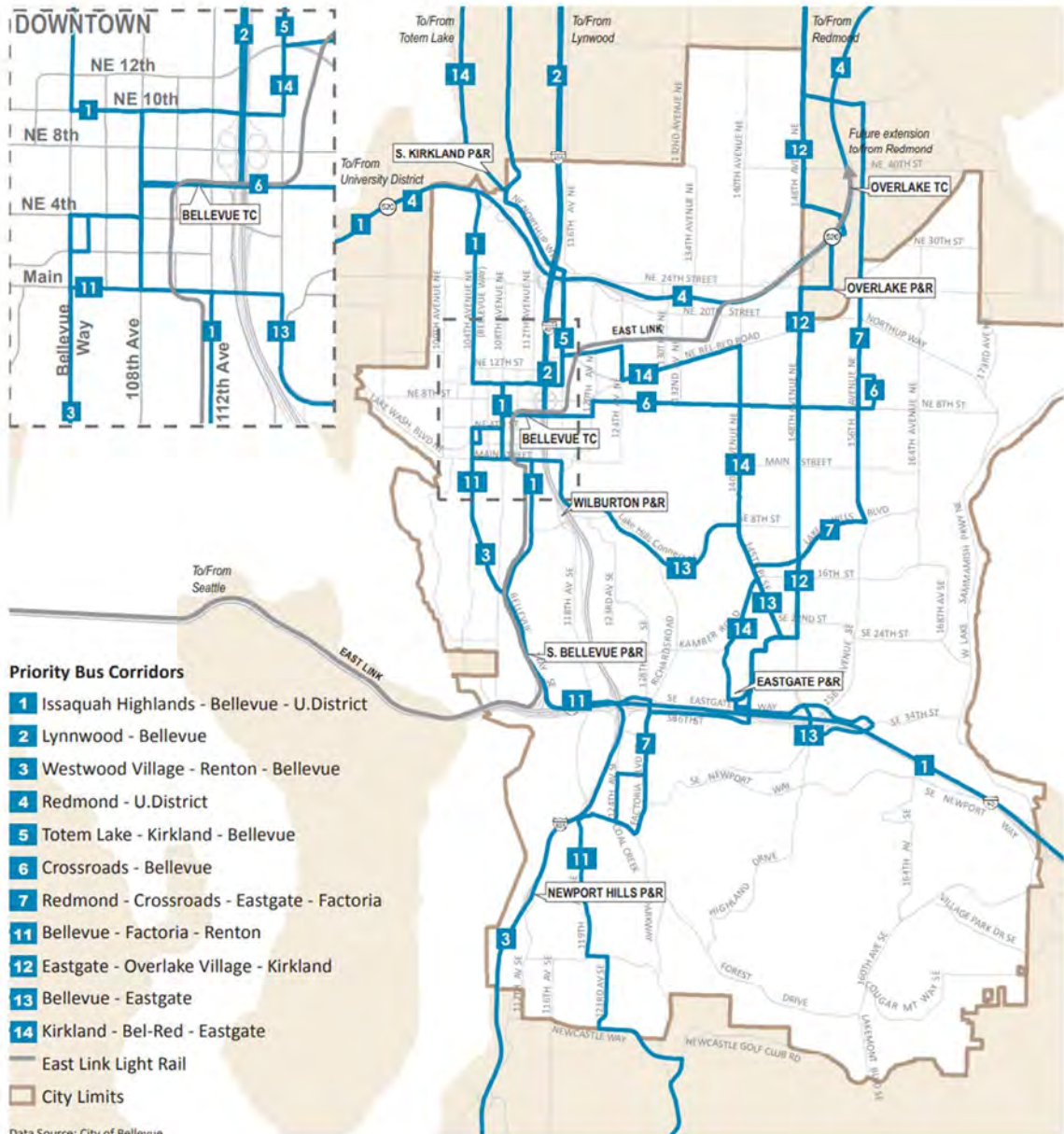
Map TR-2. Arterial Functional Classifications – Existing and Planned Arterials

This map shows the functional classifications of the arterial-street system in Bellevue. Refer to the Glossary for Functional Classification definitions.



Map TR-4. Frequent Transit Network Under 2030 Growing Resources Scenario

This map shows the network of frequent transit service routes that would exist under the 2030 Growing Resources Scenario as described in the [Bellevue 2014 Transit Master Plan](#). This scenario depicts Bellevue’s goals for transit service in 2030 and is the basis for discussions with transit service providers. Numbers on routes refer to the city-designated corridors, not to bus routes.



Johnson, Thara

From: phyllisjwhite@comcast.net
Sent: Wednesday, April 3, 2024 4:15 AM
To: PlanningCommission
Subject: Public Comment for the Tree LUCA and the Wilburton Comprehensive Plan
Attachments: Public Comment for 4-3-2024.docx; Public Comment for 4-3-2024.docx

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

Dear Chair Barghava, Vice-Chair Goepple, and Commissioners Cuellar-Calad, Ferris, Khanloo, Lu, and Villaveces,

Please find attached my public comment for today's meeting.

Best regards,

Phyllis White
Wilburton Resident

Please include me as a party of record.

My name is Phyllis White. I am a resident of the Wilburton BelRed subarea. Thank you for the opportunity to comment on the City of Bellevue's Wilburton Vision Implementation Comprehensive Plan Amendments.

The natural environment in our Wilburton subarea plays a crucial role in providing a profound sense of well-being. Wilburton residents are dedicated to protecting, restoring, and enhancing the livability of Wilburton, including the Kelsey Creek Watershed Basin system, and all of its other basin streams such as Goff stream, sub-tributaries, and wetlands flowing throughout our Wilburton neighborhood where 90% of its impervious surfaces are on private land. King County's DRNP Water Quality Index rated Kelsey Creek at NE 8th with a "Moderate" score and its Oxygen levels, a "Poor" rating score.

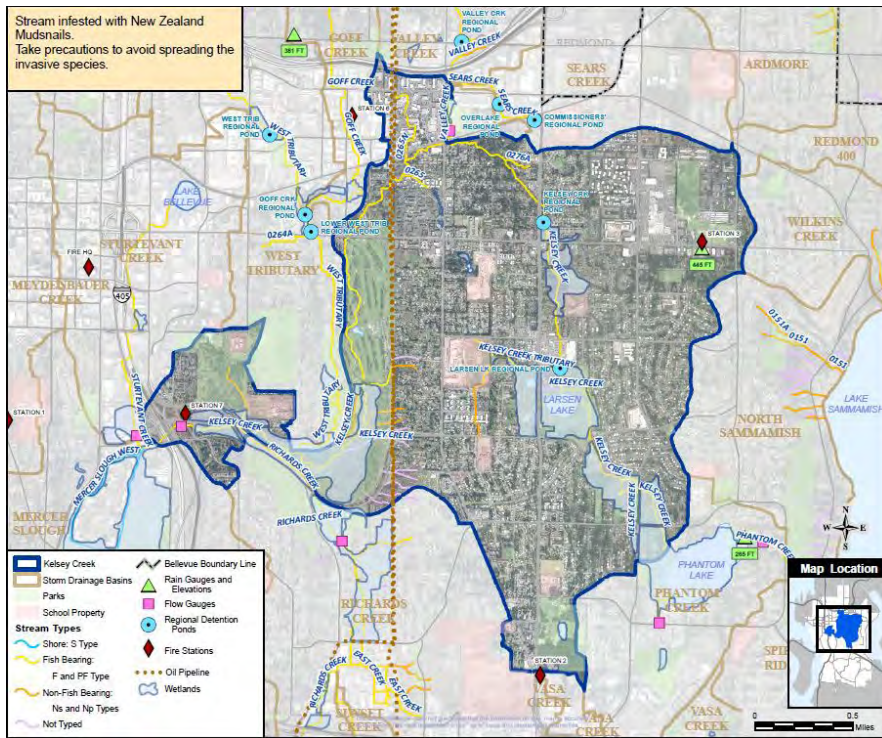
As a resident of Wilburton, I am writing for your consideration to support our request to preserve one of the few remaining residential areas in our city where riparian corridors are preserved and fostered in our Wilburton neighborhood when addressing future development in our residential subarea.

This also falls in line with the Transit-Oriented Development (TOD) Vision in support of open space and natural systems, and to continue to foster the Comprehensive Plan's Natural Determinants policies:

- S-WI-16 Protect and enhance streams, drainage ways, and wetlands in the Kelsey Creek Basin
- S-WI-17 Prevent development from intruding into the floodplain of Kelsey Creek and the Goff Creek.

I am also advocating for the implementation of further measures to ensure the preservation and restoration of the ecological integrity of Wilburton's riparian areas and its surrounding wildlife habitat. Wilburton is home to many animals that fall into Washington Fish and Wildlife's priority and endangered habitat and species. They include the Great Blue Heron, the Bald Eagle, Chinook Salmon, Coho Salmon, Sockeye Salmon, Steelhead, bats, owls, hawks, and a variety of different birds all living near a source of water and century old trees. Therefore, I am also advocating for the implementation of further measures to protect the preservation, restoration and integrity of the ecological system surrounding Wilburton's streams, marshlands, the trees, plant life, and wildlife habitat.

Regarding the proposed LUCA for tree canopy protection, I am happy to see the recommended 40% tree canopy protection. I recommend additional steps to preserve tree canopies by defining and protecting "significant trees" and "landmark trees" and offering procedures for inspections and also penalties for noncompliance.



Kelsey Creek Drainage Details (City of Bellevue)

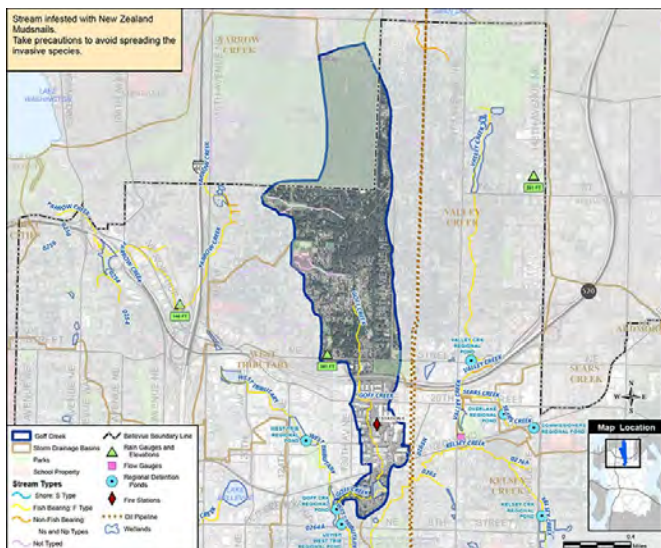
Salmon Present in the Basin

- Chinook*+
- Coho+
- Sockeye
- Cutthroat Trout

* Listed Federal Endangered Species

+ City Species of Local Importance (Bellevue Land Use Code 20.25H.150A)

Kelsey Creek Basin Drainage Details – City of Bellevue. City of Bellevue (1), the Goff Creek Basin Fact Sheet, and the Kelsey Creek Basin Fact Sheet. (reference)



GOFF Creek – (City of Bellevue)

Wilburton is home to many animals that fall into Washington Fish and Wildlife's priority and endangered habitat and species. They include the priority species Great Blue Heron, the Bald Eagle, Chinook Salmon, Coho Salmon, Sockeye Salmon, Steelhead, bats, owls, hawks, and a variety of different birds, and in **Goff Creek, the threatened species Bull Trout.**

Here are a few photos of wildlife and landmark trees in our cul-de-sac and neighboring streets. The majority of the trees in our subarea are significant and landmark trees.



Red-tailed Hawk on neighbor's roof in Wilburton



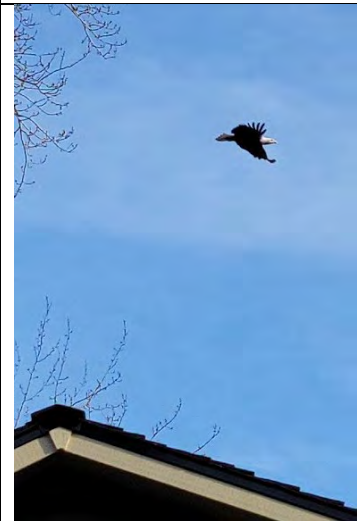
Another Hawk on neighbor's Tree.



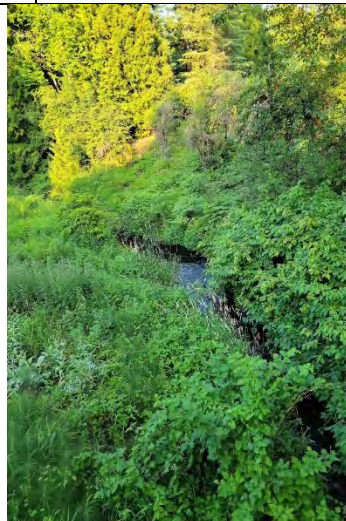
Great Blue Heron, a Priority Species.



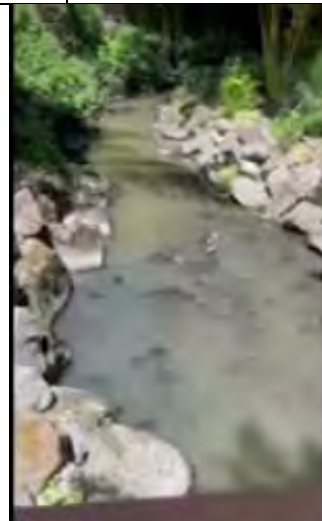
Bobcat on Neighbor's Fence



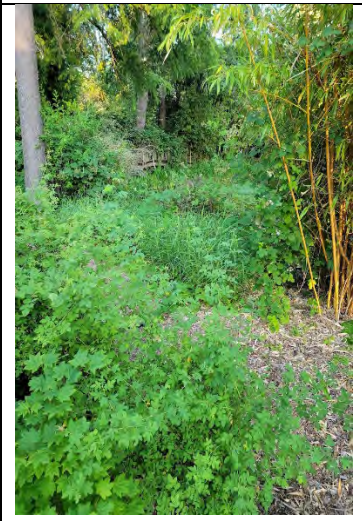
A Bald Eagle flying over neighbor's roof.



Kelsey Creek on our street yesterday. Chinook (endangered species), Coho, and Sockeye salmon spawn in Kelsey Creek.



Kelsey Creek in our neighbor's yard was unusually dirty last summer.



Marsh land under a bridge in a neighboring street on 132nd.

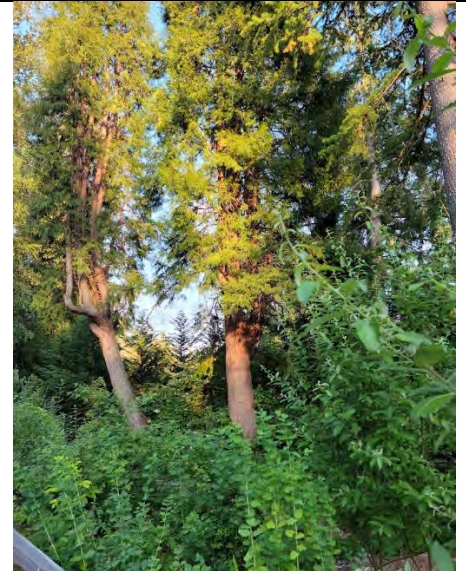
These are areas designated for R-Suburban, with single-family, duplexes, and cottage housing. Areas with marshland and streams surrounded by century old tree canopies should remain low density housing and with less impervious surfaces.



Tall Firs in Wilburton across of Bel-Red. Homes surrounded by landmark trees.



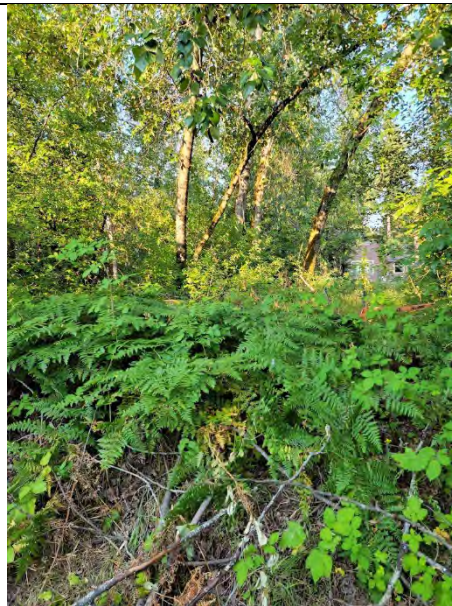
Goff Creek on 132nd where Cutthroat Trout live.



A backyard of a Wilburton home.



Another back yard of a Wilburton home.



Wilburton home (behind the trees) surrounded by marshland.



Homes in Wilburton, another example of the surrounding ecosystem which includes Goff Creek and Kelsey Creek.

Young trees cannot make up for the tall trees providing cooler temperatures and shade for wildlife and streams.

https://bellevuewa.gov/sites/default/files/media/pdf_document/2022/Kelsey_AR_Executive_Summary.pdf

“The land cover in the Greater Kelsey Creek Watershed is typical of urban watersheds with a lower percentage of tree canopy and higher percentage of impervious surface ...Within Bellevue, ownership of the riparian corridor across all of the subbasins within the Greater Kelsey Creek Watershed is approximately 90 percent private property and 10 percent publicly owned (primarily parks)...”

“Factors that Limit the Health of the Greater Kelsey Creek Watershed

1. **Pollutant Loading:** Stormwater runoff from impervious surfaces includes road runoff, pollutants, contribute to the worsening habitat water quality for fish and wildlife.
2. **Stormwater Runoff from Effective Impervious Surfaces:** The City’s flow control for new development has shown not to be effective at protecting streams from erosion.
3. **Road Culverts and Other Physical Barriers:** A number of physical barriers including undocumented barriers on private properties preventing fish passage for spawning and/or rearing have been identified in all the streams of the Greater Kelsey Creek Watershed.
4. **Loss of Floodplain and Riparian Function:** Urban development has confined and reduced the natural occurrence of wood entering many of the stream reaches in the Watershed. ***Tree canopies are becoming largely concentrated in parks reducing floodplain storage. This is leading to high velocities and flowrates.***
5. **Take proactive measures to minimize costs:** The City has invested tens of millions of dollars in the Greater Kelsey Creek Watershed over the past 15 years on in-stream projects that include repairing stormwater outfalls, stabilizing stream slopes, removing fish passage barriers, catching and removing fine sediment, and improving conveyance.

Thank you for considering my input,

Phyllis White

Wilburton Resident

1. <https://bellevuewa.gov/city-government/departments/utilities/conservation-and-the-environment/drainage-basins/kelsey-creek-basin-drainage-details>
2. [Climate change: Trees 'most effective solution' for warming - BBC News](#)

Johnson, Thara

From: Adam Rosen <adam@alcoinvestment.com>
Sent: Wednesday, April 10, 2024 8:41 AM
To: PlanningCommission; Rousseau, Gwen; Johnson, Thara; McDonald, Kevin; King, Emil A.
Cc: Abigail Pearl DeWeese; Mason Ward; Doug Rosen
Subject: Re: Comments on Proposed Bel-Red Comprehensive Plan Policies

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

Dear Chair Bhargava, Vice Chair Goepple, and Commissioners,

Thank you for your continued hard work reviewing Bellevue’s Comprehensive Plan update. We own the Safeway Bottling Plant property in Bel-Red that is immediately across 124th from the Spring District and its light rail station that will open later this month. As Bel-Red changes, we hope to be a part of its continued transition to a regional destination and a thriving mixed-use neighborhood.

We have reviewed the proposed Parks and Open Space, Transportation, and Implementation Comprehensive Plan Amendments for Bel-Red. On the whole, we think the proposed updates successfully achieve the Commission’s prior direction to “recognize the need for flexibility” and “adopt an all-of-the-above strategy to support new development.” We particularly support the added flexibility in implementation of the local street grid reflected in S-BR-81 as we recognize the street grid has been identified by others as a significant barrier to development.

Our own site has excellent proximity to light rail, and will also be adjacent to the future final segment of the Spring Boulevard expansion between 124th and 130th. As you may know, the City has published design alternatives for this Spring Boulevard segment, and expansion design Alternative 1 received by far the most community support in the City’s [survey open house last year](#). This design Alternative separates travel modes and provides greenspace for a park-like atmosphere. The proposed Bel-Red policies support this Spring Boulevard design Alternative 1, but are also confusing in that they speak to “open spaces” in the right-of-way that do not clearly tie to the designs the City has shared. We assume the City intends for the “open spaces” associated with Spring Boulevard that are referenced in the policies to reflect the fact that the 124th to 130th segment of Spring Boulevard runs through Bellevue Parks-owned property (the parcels at 12520-12525 NE 14TH ST), and this is an excellent opportunity to connect multimodal users to future parks. We think this makes good sense. But, given competing City interests to see development occur for jobs and housing, we don’t think it makes good sense to expand right of ways for significant open spaces along the entirety of the Spring Boulevard. We therefore recommend the following policy clarifications:

New Number	Proposed Text	Suggested Revised Text
S-BR-56:	Develop a series of open spaces adjacent or near the Spring Boulevard multi-modal corridor to accommodate green infrastructure, connect park spaces, create active transportation access between districts, and connect to other trail systems and to light rail stations.	Develop a series of open spaces <u>on Bellevue Parks property</u> adjacent or near the Spring Boulevard multi-modal corridor to accommodate green infrastructure, connect park spaces, create active transportation access between districts, and connect to other trail systems and to light rail stations.
S-BR-79:	Extend Spring Boulevard as a multi-modal corridor that includes	Extend Spring Boulevard as a multi-modal corridor that includes vehicular, transit, and transportation modes to

vehicular, transit, and transportation modes to serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces, and environmental sensitive design features.

serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces where the road intersects Bellevue Parks property, and environmental sensitive design features.

Thank you again for your service to the City. I look forward to engaging with you further as the Bel-Red Comprehensive Plan Amendments and Look Forward advance.

Sincerely,

Adam Rosen
Alco Investment Company
206-349-5391

Johnson, Thara

From: Jessica Clawson <jessica@mhseattle.com>
Sent: Monday, April 8, 2024 1:32 PM
To: PlanningCommission; Johnson, Thara; King, Emil A.
Cc: Campbell Mathewson
Subject: Letter to Planning Commission 4-8-24--Sternoff comments
Attachments: Letter to Planning Commission 4-8-24.pdf

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Planning Commission, Thara, and Emil—

Please see comments related to the Bel-Red discussion from Sternoff LLC. We are hopeful you will consider the net ecological benefit new development can provide (particularly when compared to existing conditions in Bel-Red), as you consider these policies moving ahead. Let me know if you have any questions. Thanks.

April 7, 2024

Planning Commission
City of Bellevue
450 110th Avenue NE
Bellevue, WA 98004

Via E-Mail

PlanningCommission@bellevuewa.gov

Re: 04.10.2024 Study Session regarding the BelRed Look Forward CPA: Environmental Policy, Park and Open Space, and Transportation Policy Amendments
Comments from Sternoff LLC

Dear Planning Commission,

Thank you for your good work pursuing updates to the Comprehensive Plan and efforts to engage the public. Our client, the Sternoff family, owns approximately 2.7 acres located at 1750 124th Avenue NE (“Sternoff Property”) in the heart of the BelRed study area (see Exhibit A). The site is nearly 100% impervious surface with a mix of industrial buildings built in the 1980s and vast surface parking to support it. The Sternoff Property is less than 1,000 feet from the Spring District Light Rail Station and there is a real opportunity to provide dense residential development in a manner that also improves the ecological function of the site. As you consider changes to the Comprehensive Plan, we offer the following comments.

Throughout the city’s SEPA process, through the end of the DEIS comment period on June 12, 2023, the Sternoff Property was identified with the proposed zoning designation of BR-RC-H-2 providing for the potential to build residential towers up to 25 stories in height. Since this approach provides the best opportunity to build density within 1,000 feet of light rail, while also reducing impervious surface, we were and remain supportive of this effort. As noted in the letter from CMRE Partners, on behalf of the Sternoff family, on June 23, 2023 (attached), we were concerned that on June 16, 2023 a new map emerged showing the Sternoff Property as RB-RC-H-1 which reduced the proposed height to 16 stories. However, we are now heartened to see the more recent comprehensive plan maps which designate the Sternoff Property as “FUTURE_LU Highrise Residential Mixed Use.”

	<p>Highrise Residential Mixed Use</p>	<p><i>The purpose is to provide primarily housing with a mix of retail, service, office and uses that compliment with a focus on housing at a high scale and density.</i></p>	<p><u>EIS</u></p> <ul style="list-style-type: none"> • BR-RC-H-1 – BelRed Residential-Commercial, Highrise 1 • BR-RC-H-2 – BelRed Residential-Commercial, Highrise 2 • RC-H-1 – Residential-Commercial, Highrise 1 • RC-H-2 – Residential-Commercial, Highrise 2
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We also appreciate staff's indication that since the H-2 designation was evaluated during the SEPA process that such a designation would be acceptable in the final zoning.

As it relates to the recommended environmental policy, open space, and transportation policy amendments, we remain very supportive of many provisions. For example, we strongly support:

- New S-BR-2: "Minimize the environmental impacts of population and employment growth and leverage opportunities provided by redevelopment to improve ecological function and resilience."
- New S-BR-51: "Develop parks, trails and open spaces of various sizes and types in different settings to allow for a diversity of complementary activities that meet the broad park and recreation needs of BelRed's residents, workers, and visitors."
- New S-BR-78: "Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation network that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region."

As you evaluate additional revisions to the Comprehensive Plan, we ask that you consider the following:

- Provide additional incentives to redevelopment in the BelRed subarea that will result in net benefit to ecological function.
- Provide flexibility in the Critical Areas Ordinance to address site-specific conditions. Such flexibility could include wetland and stream buffer averaging, steep slope relief (particularly for human-made slopes), and deviation from requirements if the net ecological benefit is improved.
- For New Policy S-BR-54, consider revising as follows: "Along the West Tributary, develop parks using city-owned land and expand parks and open space land in the corridor."

Regarding the Sternoff Property, redevelopment of the site into tall residential towers will provide density within walking distance to the light rail station and, at the same time, it will significantly reduce the impervious footprint of the site, resulting in a far better ecological condition than existing. Left undeveloped, the site remains nearly three acres of industrial concrete in the heart of the BelRed corridor.

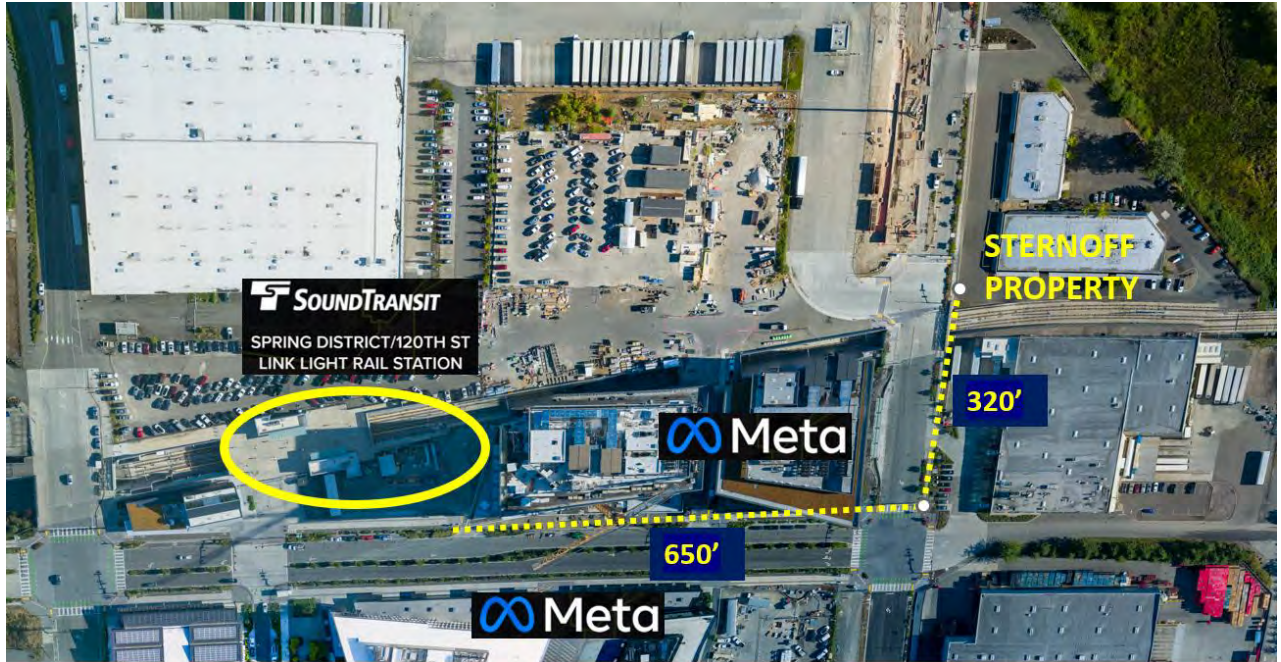
We look forward to continuing to work with the City of Bellevue on the next stages of the Comprehensive Plan Periodic Update. Please do not hesitate to reach out to us if you have any questions. Thank you for your consideration.

Sincerely,

/s

Jessica Clawson

Exhibit A



Johnson, Thara

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Monday, April 8, 2024 10:55 AM
To: PlanningCommission
Cc: Mo Malakoutian; Kevin Wallace
Subject: KDC/WPI comment on S-BR-54
Attachments: KDC WPI Request to Maintain and Amend Policy S-BR-54 121123 (Executed).pdf; KDC WPI Letter to Transportation Commission S-BR-54.pdf

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Chair Bhargava and Commissioners,

Last December, Kemper Development and Wallace Properties submitted a joint letter asking that you **please retain and clarify Bel-Red Subarea Plan Policy S-BR-54**. I have attached it again for your review for this week's Planning Commission meeting. We followed up with written comment on this policy to the Transportation Commission in March to address additional reasons staff provided for repealing the policy (also attached).

S-BR-54 states (new language underlined): "Maintain existing arterials, and design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to citywide and regional travel demand."

The staff rationale for repealing this policy is inadequate, as the language is unique (not redundant or found in any other listed policy) and covers *why* arterials should be built.

It is critical that Bellevue continue to invest in arterial road improvements throughout Wilburton and Bel-Red for the explicit purpose of accommodating and serving the travel demand the City is planning for.

As Deputy Mayor Malakoutian observed in a March 25th Council meeting, it is unclear how even our current road capacity will accommodate planned density, so arterial lane removal should be a "last, last, last resort." We agree and believe arterial road lanes should not only be preserved, but should continue to be designed and maintained to serve travel demand created by future density and growth. This policy should remain an important part of the City's comprehensive planning efforts in the coming years.

Thank you very much for your consideration.

Mariya Frost
Director of Transportation
Kemper Development Company
The Bellevue Collection | Bellevue Square Lincoln Square Bellevue Place
425-460-5925 Mobile
mariya.frost@kemperdc.com
www.bellevuecollection.com





March 13, 2024

City of Bellevue
Transportation Commission
450 110th Avenue NE
Bellevue, WA 98004

RE: March 14 Transportation Commission Meeting – Bel-Red Transportation Policies
Request to Maintain & Amend Policy S-BR-54

Commissioners,

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Proposed policy language (new language is underlined):

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Staff have also noted that they believe this policy is redundant with TR-17, TR-18, and TR-24, all of which have to do with providing and accommodating multimodal options and complying with the ADA (TR-24). None of these policies direct for the development of *arterial improvements to serve travel demand generated by the Bel-Red Land Use Plan*. S-BR-54 is entirely unique in its direction to provide arterial improvements and connecting those needed improvements to planned growth.

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This is why Bellevue, for the last decade, and for decades to come, has and will continue to invest hundreds of millions of taxpayer dollars to pay for the expansion of arterial road improvements throughout Wilburton and Bel-Red. These new investments reflect the fact that the existing arterial system is inadequate, not that it is unnecessary.

As is evident from the arterial map and frequent transit map in the Comprehensive Plan (Map TR-2 and Map TR-4, included below), for a vibrant multimodal transportation system in the Bel-Red Subarea, and

one that serves the rest of the City and the region, it is essential that Bellevue continue to both expand the Bel-Red arterial system, and *maintain* the capacity that exists today.

The existing Comprehensive Plan and Bel-Red Subarea Plan support the concept of maintaining and expanding arterials in Bel-Red and throughout the City for the following reasons:

1. Support new development.

- S-BR-4 - Develop and implement a phased approach to new commercial development, so that transportation...infrastructure is in place or committed to serve the needs of growth...
- TR-50 – Provide an arterial system [to] support local and regional mobility and land use plans.
- S-BR-54 – Serve travel demand generated by the Bel-Red Land Use Plan.

2. Reduce traffic congestion, improve the travel experience and preserve mobility capacity.

- TR-2 – To aggressively plan, manage, and expand the transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.
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3. Support the Frequent Transit Network.

- TR-78 – Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between Activity Centers.

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- The stated goal of the Bel-Red Subarea Plan Transportation Element is “To create a more complete, connected and well-balanced transportation system, while protecting neighborhoods from spillover traffic impacts...”
- S-BR-3 - Reduce and mitigate the...transportation spillover impacts of new development..

5. Serve citywide and regional travel demand.

- S-BR-54 – Serve travel demand generated by...citywide and regional travel demand.

As to the proposed amendment, it is evident from the context and other sections of the document that when drafting the original Subarea Plan, the Commission, Council and City staff saw maintaining Bel-Red’s existing arterial roads as a given. It still should be, but it has become apparent that the Comprehensive Plan needs to state it plainly.

Thank you for considering our comments.

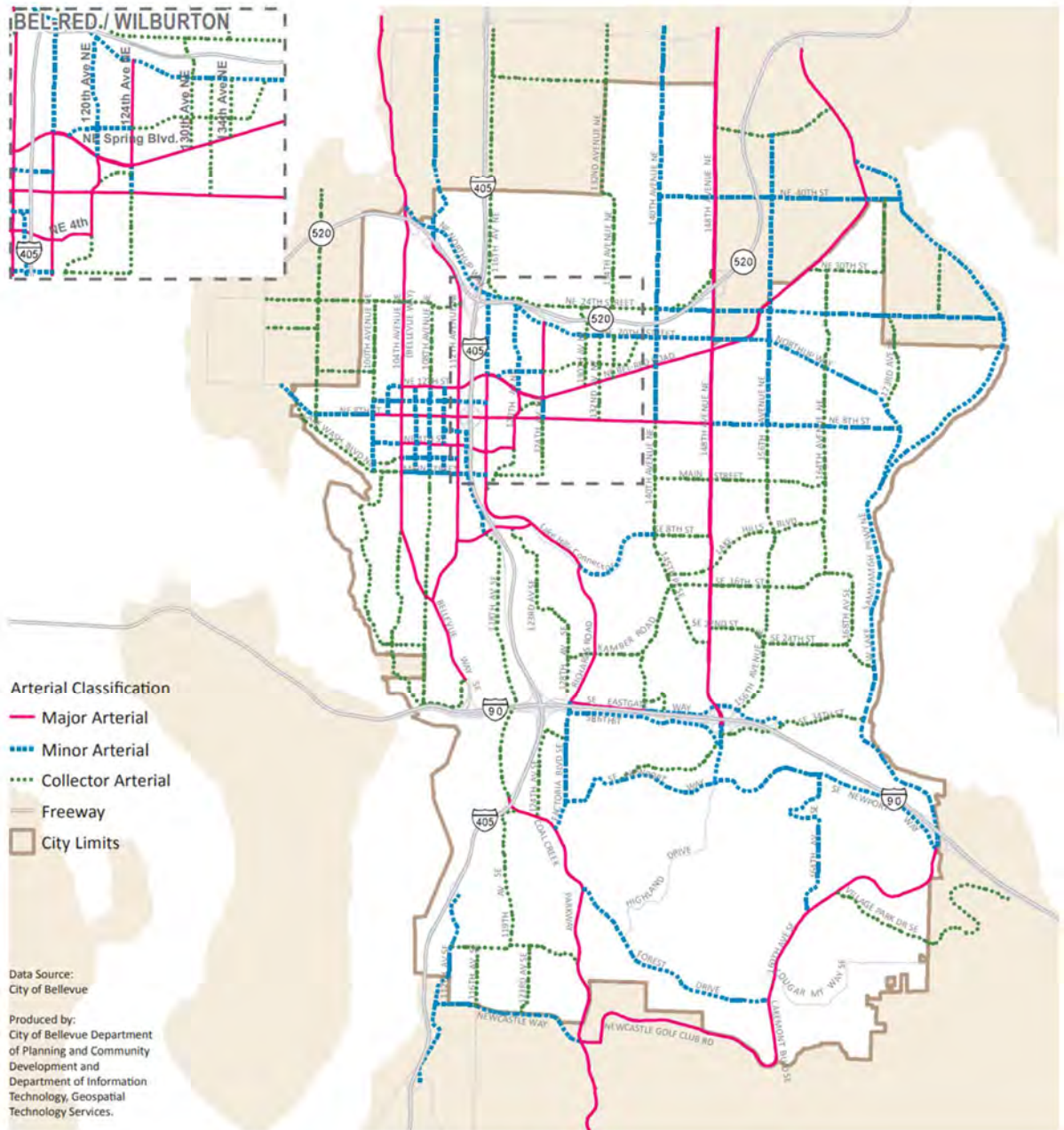
Sincerely,

Mariya Frost
Transportation Director
Kemper Development Company

Kevin Wallace
President
Wallace Properties, Inc.

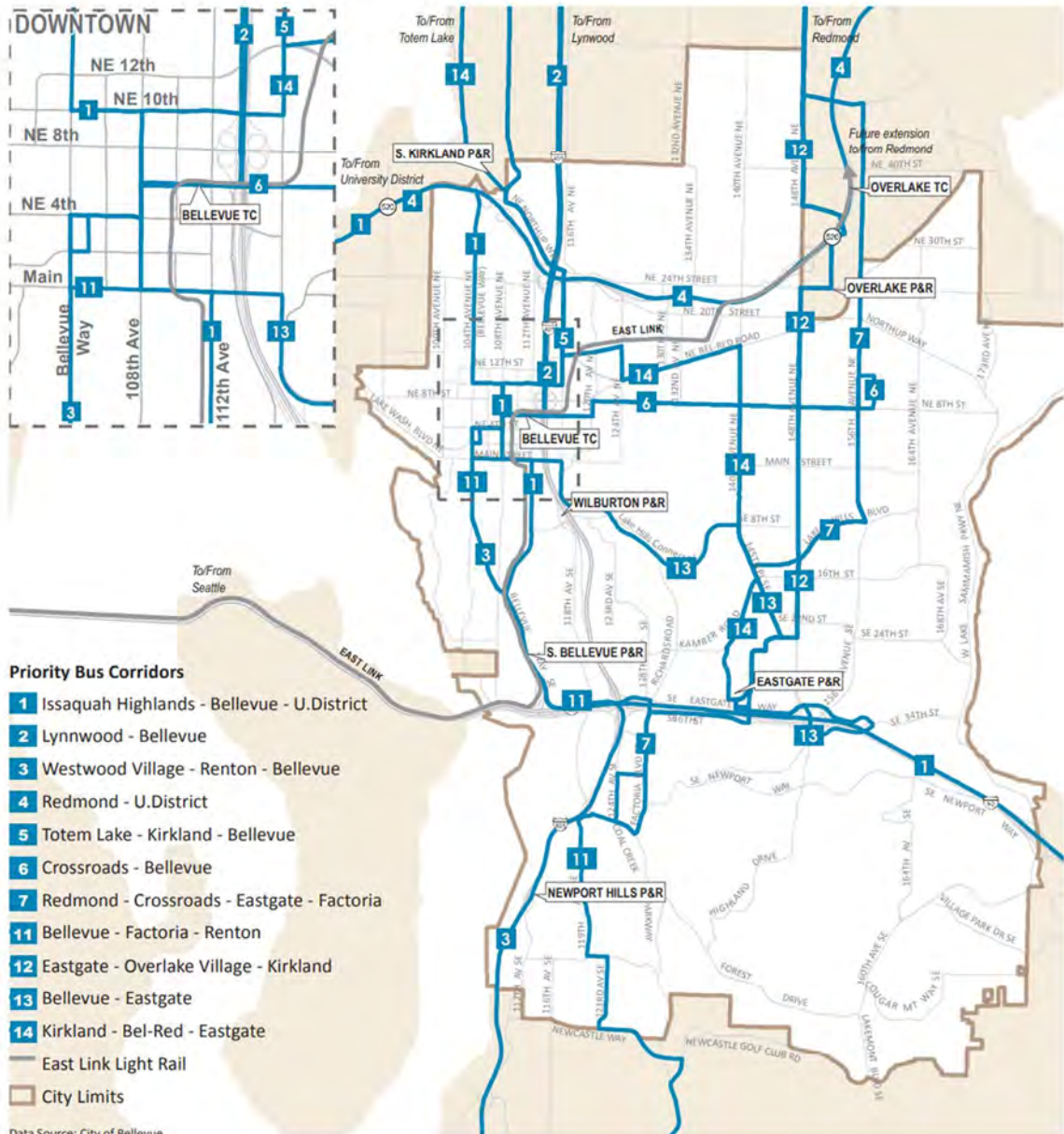
Map TR-2. Arterial Functional Classifications – Existing and Planned Arterials

This map shows the functional classifications of the arterial-street system in Bellevue. Refer to the Glossary for Functional Classification definitions.



Map TR-4. Frequent Transit Network Under 2030 Growing Resources Scenario

This map shows the network of frequent transit service routes that would exist under the 2030 Growing Resources Scenario as described in the [Bellevue 2014 Transit Master Plan](#). This scenario depicts Bellevue's goals for transit service in 2030 and is the basis for discussions with transit service providers. Numbers on routes refer to the city-designated corridors, not to bus routes.





December 11, 2023

City of Bellevue
Planning Commission
450 110th Avenue NE
Bellevue, WA 98004

RE: Item 8.c. of December 13 Planning Commission Meeting Agenda
Comprehensive Plan Amendments for the Bel-Red Look Forward
Request to Maintain and Amend Policy S-BR-54

Commissioners,

Please retain Bel-Red Subarea Plan Policy S-BR-54 and amend it to clarify that the intent of the transportation element of the Bel-Red Subarea Plan is to both add new arterial capacity and maintain the capacity of the existing arterials.

Proposed policy language (new language is underlined):

S-BR-54 – Maintain existing arterials, and design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to citywide and regional travel demand.

The Transportation Department's stated rationale for eliminating S-BR-54 is "The design of arterials and local streets is provided for in the citywide Transportation Design Manual. Bel-Red-specific design components are included in the Bel-Red Streetscape Plan (This is Appendix B to the Transportation Design Manual). Bel-Red Street Development Standards are in the Land Use Code 20.25D.140." The TDM covers "how" to build arterials, whereas the Comprehensive Plan concerns "whether" and "why." If this is the only reason to eliminate Policy S-BR-54, there should be no objection to maintaining the existing policy in the Subarea Plan to reflect the fact that maintaining and expanding the system is important.

Bellevue's multimodal transportation system depends heavily on the network of major arterials, minor arterials and collector arterials throughout the City. In the case of major arterials, like Bel-Red Road, NE 12th Street, 120th Ave. NE and 124th Ave. NE, their capacity impacts not just the local area, but the *regional* transportation network as well. Bel-Red lies at the confluence of the growth areas of both Bellevue and Redmond, and the Comp Plan Update's proposal to dramatically increase density in the Wilburton and Bel-Red makes the arterial system in these Subareas even more significant.

This is why Bellevue, for the last decade, and for decades to come, has and will continue to invest hundreds of millions of taxpayer dollars to pay for the expansion of arterial road improvements throughout Wilburton and Bel-Red. These new investments reflect the fact that the existing arterial system is *inadequate*, not that it is *unnecessary*.

As is evident from the arterial map and frequent transit map in the Comprehensive Plan (Map TR-2 and Map TR-4, included below), for a vibrant multimodal transportation system in the Bel-Red Subarea, and

one that serves the rest of the City and the region, it is essential that Bellevue continue to both *expand* the Bel-Red arterial system, and *maintain* the capacity that exists today.

The existing Comprehensive Plan and Bel-Red Subarea Plan support the concept of maintaining and expanding arterials in Bel-Red and throughout the City for the following reasons:

1. Support new development.

- S-BR-4 - Develop and implement a phased approach to new commercial development, so that transportation...infrastructure is in place or committed to serve the needs of growth...
- TR-50 – Provide an arterial system [to] support local and regional mobility and land use plans.
- S-BR-54 – Serve travel demand generated by the Bel-Red Land Use Plan.

2. Reduce traffic congestion, improve the travel experience and preserve mobility capacity.

- TR-2 – To aggressively plan, manage, and expand the transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.
- TR-52 – Classify city streets according to their function, so that needed mobility capacity may be preserved.
- TR-56 – Ensure that maintenance of the existing transportation system be given priority consideration.

3. Support the Frequent Transit Network.

- TR-78 – Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between Activity Centers.

4. Protect neighborhoods from traffic spillover impacts.

- The stated goal of the Bel-Red Subarea Plan Transportation Element is “To create a more complete, connected and well-balanced transportation system, while protecting neighborhoods from spillover traffic impacts...”
- S-BR-3 - Reduce and mitigate the...transportation spillover impacts of new development...


5. Serve citywide and regional travel demand.

- S-BR-54 – Serve travel demand generated by...citywide and regional travel demand.

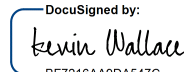
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Thank you for considering our comments.

Sincerely,

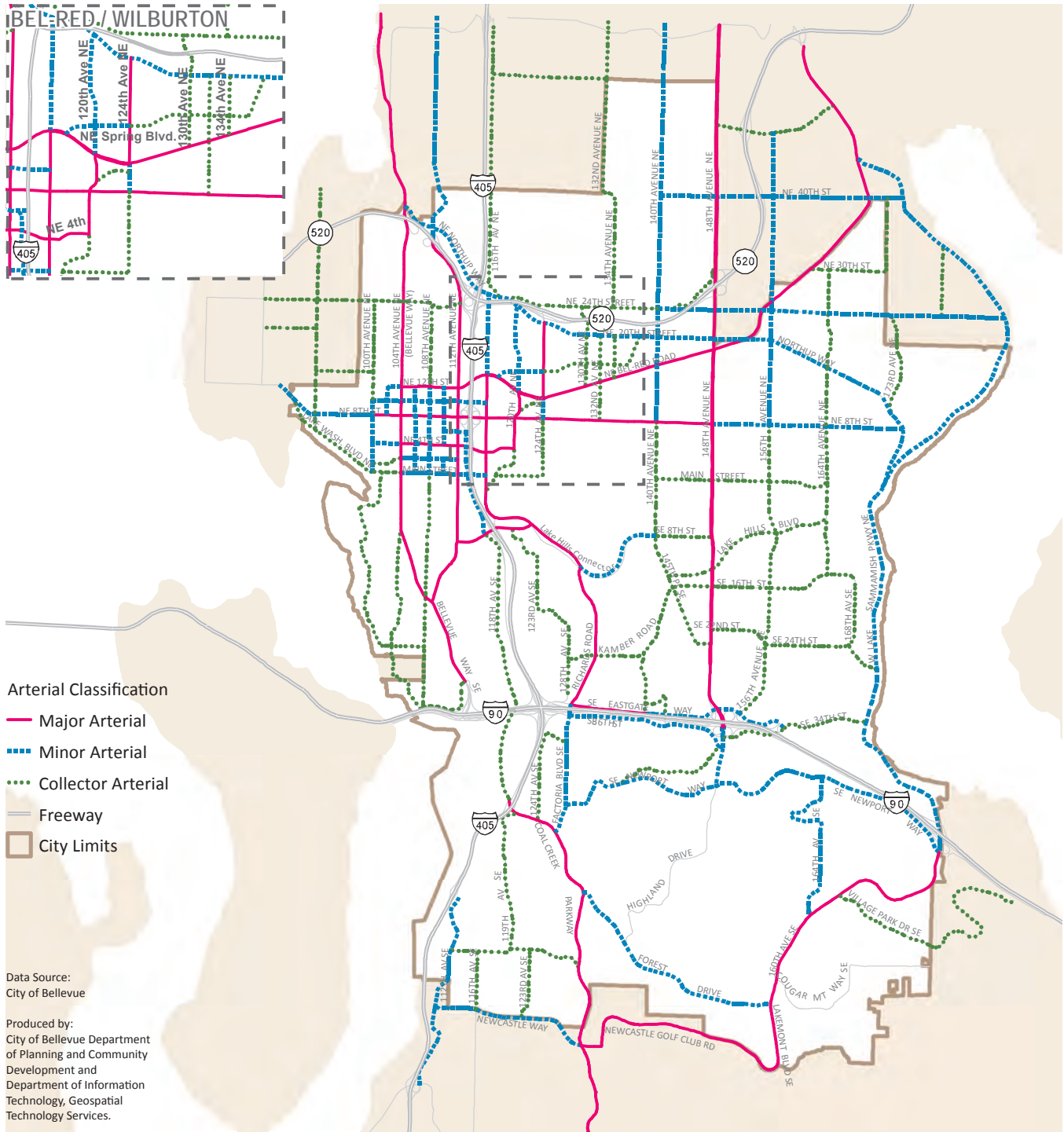
DocuSigned by:

 37523C598F0C44E...
 Mariya Frost

Transportation Director
 Kemper Development Company

DocuSigned by:

 BF7216AA9DA547C...
 Kevin Wallace
 President
 Wallace Properties, Inc.

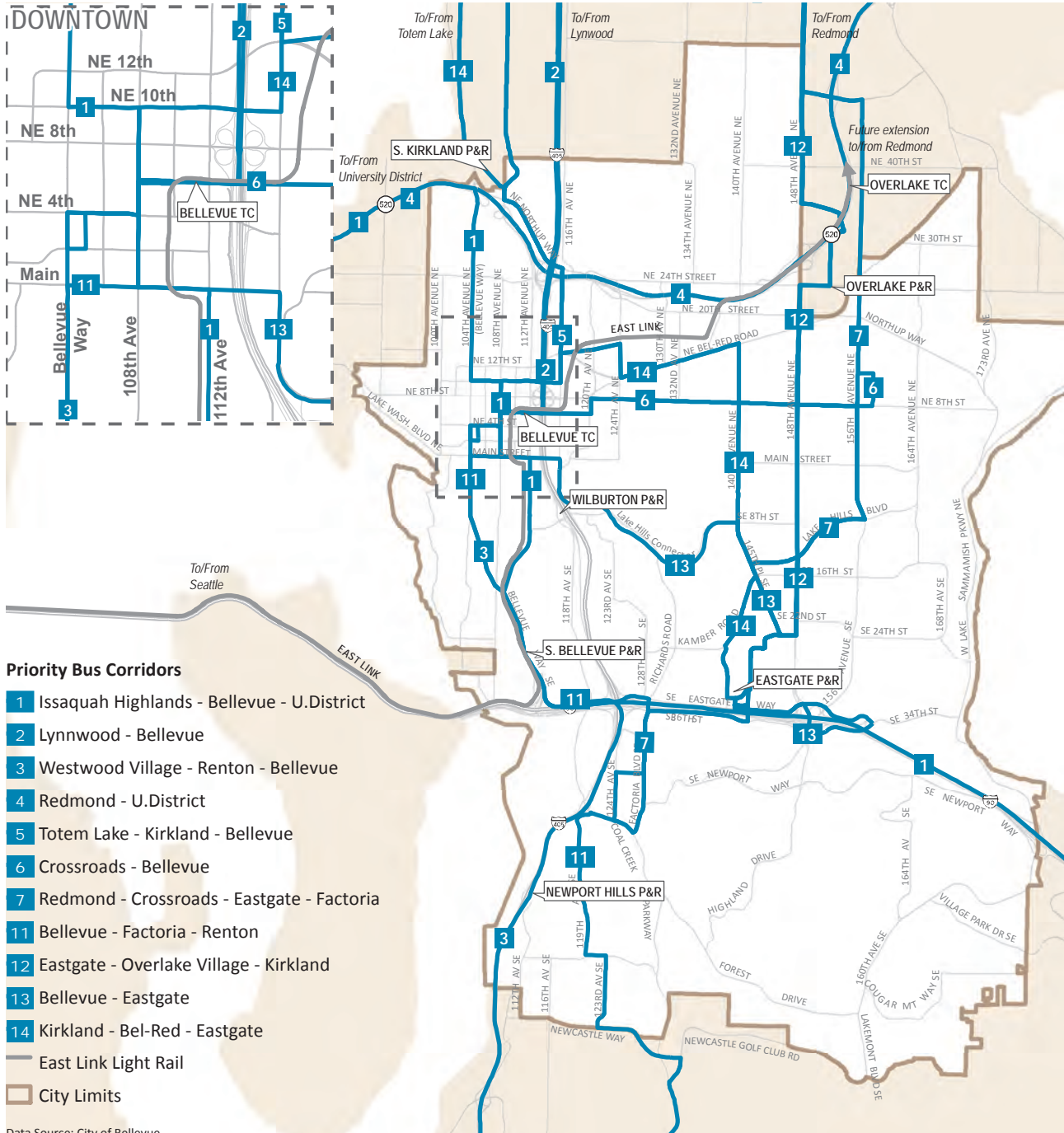
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This map shows the network of frequent transit service routes that would exist under the 2030 Growing Resources Scenario as described in the [Bellevue 2014 Transit Master Plan](#). This scenario depicts Bellevue’s goals for transit service in 2030 and is the basis for discussions with transit service providers. Numbers on routes refer to the city-designated corridors, not to bus routes.



Johnson, Thara

From: Andy Bench <abench@wrightrunstad.com>
Sent: Wednesday, April 24, 2024 7:51 AM
To: PlanningCommission; King, Emil A.; Johnson, Thara; Rousseau, Gwen; Whipple, Nicholas
Subject: Comments on Bel-Red Subarea Plan Policy Amendments

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

Dear Chair Bhargava and Commissioners,

As you know, we have developed and continue to own much of The Spring District. We are closely tracking the Bel-Red Look Forward and the associated Subarea Plan Policy Amendments as these play an important role in shaping the future of Bel-Red and our remaining blocks to be developed in the District.

We have reviewed the changes City staff have recommended in the “Housing”, “Urban Design”, and “Arts, Culture, and Creativity” policies. In general, we support the proposed changes.

However, we request you consider updating existing Urban Design policy S-BR-38 (new policy S-BR-18) to incorporate the concept of development flexibility. The existing Bel-Red Land Use Code has insufficient flexibility for the City to approve development standard deviations to support interesting and varied design. On our Blocks 5 and 6 projects, for example, we had to seek variances from the upper-level stepback requirements to achieve the proposed designs that incorporated unique angular façades. This process was inefficient and carried extra entitlement risk. We proceeded because we were committed to NBBJ’s design, but a Code flexible enough to accommodate development standard deviations efficiently would encourage other developers to pursue interesting designs as well. The Urban Design policies should also reflect the need for flexibility as they play an important role in setting the principles that must be incorporated in the Code.

We recommend the following addition to the policy language to reinforce the need for flexibility. Please request this change in your comments:

Old S-BR-38 (New SB-BR-18): “Encourage diversity in the built environment through a variety of building heights and forms, building articulation and modulation. Encourage building rooflines and floorplates that break down the scale of buildings, help to differentiate Bel-Red from Downtown, and enhance the architectural variety of the area. Provide administrative flexibility to deviate from building standards to achieve these goals.”

Thank you for your work on the Commission on behalf of the City.

Sincerely,

Andy Bench
President
Wright Runstad & Company

Johnson, Thara

From: William Shadbolt <william@thewbpa.org>
Sent: Friday, April 19, 2024 12:32 PM
To: Council; PlanningCommission
Cc: Kataroff, Kenneth; Jessica Clawson; Nancy Rogers; Aaron M. Laing; Abigail Pearl DeWeese; Graham, Clayton; Sam Spiegelman
Subject: Letter re Bel-Red FAR Amenity Incentive System
Attachments: 2024-04-19 Bellevue AH Memo FINAL.pdf

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

Dear Council and Planning Commission members,

The Washington Business Properties Association and the signed land use attorneys represent a significant majority of the developers within the city. Please find attached a memo with regards to the current discussion on affordable housing development. We are encouraging the city to extend the existing Bel-Red FAR Amenity System to other areas within the city.

As discussed in detail in the memo, this is due to the following reasons:

1. The existing system works, it is a proven formula that benefits all parties.
2. The legislature has only expressly authorized cities to enact voluntary, incentive-based affordable housing policies via RCW 36.70A.540.
3. Constitutional law strictly limits local government zoning laws.
4. Additional exactions must also continue to be incentivized.

As such we believe the best route for the city is to expand Bel-Red's voluntary incentive-based system to other areas.

The Washington Business Properties Association and its members are willing partners in keeping Bellevue vibrant within the framework referenced in the memo.

Thank you for your consideration in this matter.

Yours sincerely,

William Shadbolt
Managing Director

Office: 360 464 1500
Cell: 425 241 0144
William@TheWBPA.org





April 19, 2024

City of Bellevue
Bellevue City Council
Bellevue Planning Commission
via email

Re: Using the Bel-Red FAR Amenity Incentive System Framework to Legally Incentivize Affordable Housing and Other Public Benefits

Dear Council and Commissioners,

Washington Business Properties Association (WBPA) is a coalition of Washington State commercial property owners and developers. We write to you alongside local land use attorneys to encourage the City to follow the framework of the Bel-Red FAR Amenity Incentive System¹ (the “Bel-Red System”) as you update the affordable housing and other amenity incentives throughout the City (in the Wilburton TOD Area, the Bel-Red Look Forward, and the Downtown FAR Update in particular); and to explain the important legal principles with which the Bel-Red System complies.

The Bel-Red System has several key features that we support and which make it legal. Each parcel of land is given a reasonable base level of development capacity as of right, and developments can “earn” additional development capacity by providing public amenities (*e.g.*, affordable housing, public access to outdoor plaza, public art) or paying fees-in-lieu. In each case, the cost of providing the amenity or fee is lower than the value provided by the additional density awarded, hence creating an “incentive.” As to affordable housing, the Bel-Red System complies with our framework of laws, including the U.S. Constitution, Washington Constitution, several state statutes and controlling case law, because the policies: (a) provide an incentive (*i.e.*, benefit provided exceeds cost of compliance); and (b) are voluntary, in that the property owner has the option to develop the property without using the incentive program or receiving its benefits.

The *Bellevue Housing Economic Policy Analysis Phase 1* report included in Appendix L to the Comprehensive Plan FEIS presents several policy options for the City to consider for the purpose of increasing the production of affordable housing. Although it is possible to structure many of them in a manner that is voluntary and provides a compliant incentive-based system, we believe the Bel-Red System is the easiest alternative (and a successful framework) for demonstrating that property owners receive actual incentives for using the benefits the system provides. In addition to being legally defensible, the Bel-Red System has demonstrated its effectiveness through the production of

¹ A concise explanation of the Bel-Red System is available at “Constructing Affordable Housing,” CITY OF BELLEVUE, COMM’Y DEPT., <https://bellevuewa.gov/city-government/departments/community-development/housing/constructing-affordable-housing> (last visited Mar. 5, 2024). *See also* LUC 20.25D.090.

on-site rent-restricted housing, as well as fees-in-lieu that have helped fund off-site rent-restricted housing.

We are not aware of another affordable housing incentive program in Washington that has achieved such a balanced and successful outcome, with some projects choosing to provide housing on-site and others paying the fee-in-lieu. The Bel-Red subarea has also seen development of a significant amount of market-rate housing and office buildings, which is testament to the fact that the Bel-Red System provides an incentive and enables the production of affordable housing and other amenities without stifling development.

I. The Legislature has Only Expressly Authorized Cities to Enact Voluntary, Incentive-based Affordable Housing Policies via RCW 36.70A.540.

The State Legislature has only expressly authorized cities to implement affordable housing policies through zoning in RCW 36.70A.540, titled “Affordable housing incentive programs—Low-income housing units—Tiny house communities.” This statute references the word “incentive” 18 times and principally allows for the adoption of voluntary, incentive-based affordable housing programs:

*If a developer **chooses not to participate** in an **optional** affordable housing **incentive** program adopted and authorized under this section, a city, county, or town **may not** condition, deny, or delay the issuance of a permit or development approval that is consistent with zoning and development standards on the subject property absent incentive provisions of this program.²*

This legislation requires that affordable housing programs must be “optional,” allow a developer to “choose[] not to participate” and provide an “incentive.” The Bel-Red System complies with this statutory mandate, and any additional system adopted by the City should follow its framework and principles.

RCW 36.70A.540(2) is clear on its face—any affordable housing incentive program must provide “incentives or bonuses” towards the development of low-income housing. This means that any program adopted must include actual benefits to developers when opting-in to such programs. The statute also provides context as to the types of incentives that are appropriate, which include density bonuses, fee waivers, or even the payment of money or property to the developer.³ Put simply, the state law supports an incentive-based optional system that has tangible economic value; ‘incentives’ may not be illusory.

There has been much discussion about whether an incentive program can be voluntary or mandatory. RCW 36.70A.540(3) provides that Bellevue “may establish a minimum amount of affordable housing that must be provided by all residential developments being built under the revised regulations....” Such a framework may be considered “mandatory” so long as it complies with the other sections of .540 discussed above, which require that (a) developers are allowed to opt out;

² RCW 36.70A.540(1)(c). (Bold-face text added for emphasis.)

³ See RCW 36.70A.540(1)(a); RCW 36.70A.540(2)(h).

(b) the program provides an incentive; and (c) the program conforms to the important constitutional principles articulated below.⁴

II. Constitutional Law Strictly Limits Local Government Zoning Authority.

State and federal constitutional principles fundamentally limit the City’s authority to adopt mandatory affordable housing programs by prohibiting the government from requiring private developers from bearing public burdens. The U.S. Supreme Court stated that the constitution “bar[s] Government from forcing some people alone to bear public burdens, which, in all fairness and justice, should be borne by the public as a whole.”⁵ Similarly, the Washington Supreme Court struck down a fee aimed at assisting displaced tenants, noting “[t]he City is instead shifting the public responsibility of providing housing to a limited segment of the population.”⁶

As a consequence, unless the City is providing an optional incentive, affordability requirements must be based on a showing, on a case-by-case basis, that the development in question will create a need for affordable housing units *and* that the affordability requirements must be roughly proportionate to the affordable housing need created by the development.⁷ This is often referred to as *Nollan/Dolan* compliance, and the standard has been consistently applied by the Washington State courts.⁸ The Washington Supreme Court has “repeatedly held . . . that development conditions must be tied to a **specific, identified impact of a development on a community**.”⁹ The case law also makes it clear that land-use exactions are allowed only for the narrow purpose of compensating the public for provable harms resulting from the development in question. And again, the constitutionality of such government regulation is evaluated on a case-by-case basis considering the above factors.¹⁰ Short of this, a local government must pay an owner “just compensation” for the loss in value to their property resulting from the imposition of the permit condition.¹¹

⁴ Seattle’s Mandatory Housing Affordability program is presently being litigated in federal court under the *Nollan / Dolan* framework. *Adams v. City of Seattle*, W. Wash. Dist. Ct., No. 2-22-cv-01767-TSZ. The analysis in this letter could be altered by the outcome.

⁵ *Armstrong v. United States*, 364 U.S. 40, 49 (1960).

⁶ *San Telmo Associates v. City of Seattle* (1987), 108 Wn.2d 20, 24 (1987). The U.S. Supreme Court has clarified that avoiding overburdening subsegments of the population not responsible for public costs goes to the very purpose of the Takings Clause—*viz.*, “to bar Government from forcing some people alone to bear public burdens, which, in all fairness and justice, should be borne by the public as a whole.” *Armstrong v. United States*, 364 U.S. 40, 49 (1960).

⁷ *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987); *Dolan v. City of Tigard*, 512 U.S. 374 (1994). Last week, the US Supreme Court again ratified *Nollan/Dolan* and clarified that the analysis applies whether the condition on development is imposed legislatively (such as via the adoption of a comprehensive plan or land use code) or administratively. *Sheetz v. County of El Dorado, California*, 601 U.S. ____ (2024).

⁸ The Supreme Court has also held that the payment of fees—including application fees—can be compensable takings. See *Koontz v. St. Johns River Water Mgmt. Dist.*, 570 US 595 (2013).

⁹ *Isla Verde*, 146 Wn.2d at 761. See also *Honesty in Envtl. Analysis & Legis. v. Cent. Puget Sound Growth Mgmt. Hearings Bd.*, 96 Wn. App. 522, 533–34 (1999) (“Simply put, the nexus rule permits only those conditions necessary to mitigate a specific adverse impact of a proposal.”).

¹⁰ See *e.g.*, *Wash. Food Indus. Ass’n v. City of Seattle*, 1 Wn.3d 1, 33, 524 P.3d 181, 198 (2023)(describing that regulatory takings require a case-by-case analysis); see also *Chong Yim v. City of Seattle*, 194 Wn.2d 651, 661, 451 P.3d 675, 683 (2019).

¹¹ Wash. Const. art. I, sec. 16 (“No private property shall be taken or damaged for public or private use without just compensation having been first made . . .”).

Washington’s Growth Management Act expressly requires the City to consider the takings implications of its zoning and land use legislation through the process described in RCW 36.70A.370 and the associated guidance from the State Attorney General. We encourage your review of Attorney General Ferguson’s *Advisory Memorandum and Recommended Process for Evaluating Proposed Regulatory or Administrative Actions to Avoid Unconstitutional Takings of Private Property*.¹²

III. Additional Exactions Must Also Continue to be Incentivized.

Bellevue’s current land use policies provide FAR bonuses for items in addition to affordable housing. In Downtown, additional FAR is earned through providing community benefits such as open space, public art, water features and other expensive items that are for the benefit of the public. In Bel-Red, in addition to affordable housing, additional FAR is earned through dedication of parks, park improvements, trail dedication and easements, stream restoration, regional transfer of development rights, or payment of a fee-in-lieu to be applied to such public amenities. In the event the City intends to maintain these amenity requirements, the same legal principles discussed above require that density bonuses (or some other incentive mechanism) must continue to be provided at a rate that produces an incentive. Alternatively, the City must be prepared to demonstrate, on a case-by-case basis, that any conditions placed on development are roughly proportionate to its impacts.

IV. Bel-Red’s Voluntary Incentive-based System should be Expanded.

We identify these issues so that the City, and its Council and Planning Commission can consider the gravity of adding restrictions, requirements, or mandatory standards that would effectively result in physical or regulatory taking when crafting any affordable housing policy. While the goal of providing affordable housing is supported by all, the means of achieving that goal should be grounded in sound policies that encourage housing production.

As explained above, the Bel-Red System is voluntary and provides an incentive by allowing developers to build to a greater density than they originally had in exchange for either providing affordable housing as part of the project or choosing to pay a fee-in-lieu. Developers are also allowed to forego this if they choose to limit their building to the base “Floor Area Ratio (“FAR”), which is at least as much as the FAR that was allowed when the affordable housing policy was originally adopted. The number of affordable units required, the bonus FAR provided and the definition of affordable housing at 80% AMI¹³ create a financial incentive. The fee-in-lieu amount is set at a fraction of the value of the additional FAR, also producing an incentive. In our view, this structure meets the legal requirements discussed above and does not impose an unconstitutional burden on developers.

As the City looks to expand its housing affordability program City-wide, we urge it to continue to use the existing, incentives-based affordable-housing policies in the Bel-Red System. This model ensures ongoing compliance with the law in a way that continues the City’s commitment to work

¹² The advisory memo required by RCW 36.70A.370 is available at this website: [Avoiding Unconstitutional Takings of Private Property | Washington State](#).

¹³ See LUC 20.50.010 Affordable Housing. “Unless otherwise specified, the price of affordable units is based on that amount a household can afford to pay for housing, when household income is less than 80 percent of the median annual income, adjusted for household size, as determined by the United States Department of Housing and Urban Development for the Seattle Metropolitan Statistical Area, and when the household pays no more than 30 percent of household income for housing expenses.”

with developers and property owners to build a better Bellevue. Policies that do not allow developers to “opt out” and that do not provide an incentive will face substantial headwinds in the courts and the marketplace, and additional friction is simply untenable in these times. WBPA and the signatories below urge a lawful, fair, market-based approach that does not place the burden of providing affordable housing solely on developers, and we ask the City to continue to utilize the proven framework that is the Bel-Red System.

Sincerely,

Kenneth Katzaroff

Schwabe

Abigail Pearl DeWeese

Abigail Pearl DeWeese

HCMP
Law Offices

Hillis
Clark
Martin &
Peterson

Clayton P. Graham

 **Davis Wright
Tremaine LLP**

Nancy Rogers

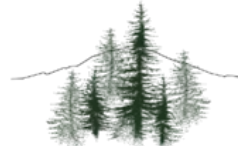
Nancy Rogers

CH& CAIRNCROSS & HEMPELMANN
ATTORNEYS AT LAW

Aaron Laing

 PARKER
SMITH
& FEEK
An  Company

Sam Spiegelman



SPIEGELMAN LAW PLLC
FIGHTING FOR ALL WASHINGTONIANS

Jessica M. Clawson

McCullough Hill PLLC

Johnson, Thara

From: phyllisjwhite@comcast.net
Sent: Tuesday, May 7, 2024 2:08 PM
To: PlanningCommission
Subject: Fwd: Re: Fwd: Re: Wilburton-BelRed Proposed Tree Code

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

Dear Chair Bhargava, Vice-Chair Goeppele, and Commissioners Cuellar-Calad, Ferris, Khanloo, Lu, and Villaveces,

My name is Phyllis White and I am a Bellevue resident.

I noticed that my email to Caleb Miller was also added to the Planning Commissioner's public comments for your May 8th meeting.

I wish to add the following email below which I sent to Caleb today. I received the email from Ms. Scoggins after giving her my home address.

I would also appreciate consideration and clarification for the following for the protection of our Wildlife Habitat and/or Ecological Areas and our neighborhood trees:

1. Areas with federal or state listed endangered, threatened, or sensitive, or candidate species have a primary association with
 - o Riparian connected streams, their aquatic ecological network and surrounding habitats for priority land species and their wildlife connected habitat networks
2. Wetlands, marshlands, and streams as part of the ecological system for streams
3. King County's Species of Local Importance include the following:
 - o Streams connected to the basin containing Chinook salmon, Sockeye salmon, Coho/silver salmon, cutthroat trout. (The stream used to carry fish, and the city spent millions attempting to restore it.)
 - o Priority Species of Birds in our Neighborhood trees - Great blue heron, Bald Eagle,

Thank you for your time and consideration in this matter.

Best regards,

Phyllis White

Reference:

[RCW 36.70A.030](#)(6) defines five types of critical areas:

- Wetlands
- Areas with a critical recharging effect on aquifers used for potable water

- Fish and wildlife habitat conservation areas
- Frequently flooded areas
- Geologically hazardous areas

Thank you,

Phyllis

----- Original Message -----

From: phyllisjwhite@comcast.net

To: "Miller, Caleb" <CWMiller@bellevuewa.gov>

Cc: "planningcommission@bellevuewa.gov" <planningcommission@bellevuewa.gov>,
Bellevue Councilmembers <council@bellevuewa.gov>

Date: 05/07/2024 12:33 PM PDT

Subject: Re: Fwd: Re: Wilburton-BelRed Proposed Tree Code

Please add me as a party of record.

Hello Caleb,

Here is a copy of a response I received from Beth Scoggins of the Washington Department of Fish and Wildlife:

RE: Riparian Ecosystem Recommendation Documents

 **Scoggins, Bethany Q (DFW)** <bethany.scoggins@dfw.wa.gov>

To Phyllis.JWhite@comcast.net

Reply

Forward

Delete



 1 attachment • [View](#) [Download](#)

Hi Phyllis,

Thank you for reaching out to WDFW.

For some background information, the PHS web APP is designed to be a tool and does not always map every sensitive species or habitat on the lands. The habitat on the map does not indicate the absence of the species or habitat.

As far riparian buffers, WDFW has new science that discusses riparian buffer sizes. WDFW recommends buffers that fully protect the channel migratory fish. The new science that WDFW is recommending, is for buffers along creeks that are the height of the tallest tree expected at 200 years old, or the site potential buffer. This wider buffer is recommended, as they protect the full ecosystem services. Looking at WDFW's map for SPTH200 for your address location, WDFW recommends a riparian buffer of 196-feet.

WDFW has sent over our best available science resources to all the cities we are hopefully that they will start to incorporate more of our science resources.

On 05/01/2024 3:29 PM PDT phyllisjwhite@comcast.net wrote:

Hello Caleb,

What is the city of Bellevue's definition of critical areas? Would you provide a current map? Also, what are the City's current policies on Species of Local Importance and the protection of significant and

landmark tree canopies for areas where they are frequently sighted and possibly live?

King County

"Update on Best Available Science Critical Areas Ordinance Review, 2024 King County Comprehensive Plan, December 2023

- As part of the 2024 King County Comprehensive Plan update, the County is required to review its policies and Critical Areas Ordinance (CAO) to include the current Best Available Science (BAS) and reflect changes in state law.
- The Growth Management Act (GMA) requires that counties and cities protect the functions and values of critical areas, including wetlands, critical aquifer recharge areas (CARAs), frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat conservation areas (FWHCAs). "Protection" in the context of critical areas refers to both preservation of the functions and values of the natural environment and to safeguarding the public from hazards to health and safety (WAC 365-196-830). Examples of functions and values of wetlands include preventing downstream flooding, filtering pollutants, and supporting stream flows in the summer."
- The Washington Department of Fish and Wildlife recommendations include the riparian ecosystem, retaining a buffer of highest trees, such as 195 feet, or 200 feet, which cannot be grown in short periods of time:

[Priority Habitats And Species: Riparian Ecosystems and the Online SPTH Map Tool \(arcgis.com\)](#)

Best regards,

Phyllis White

----- Original Message -----

From: "Gallant, Kristina" <KGallant@bellevuewa.gov>

To: phyllisjwhite <phyllisjwhite@comcast.net>

Cc: "Miller, Caleb" <CWMiller@bellevuewa.gov>

Date: 04/29/2024 2:14 PM PDT

Subject: Re: Wilburton-BelRed Proposed Tree Code

Hi Phyllis,

I have attached the draft Tree Code LUCA, which will apply to Wilburton when adopted. The proposed code has requirements that vary depending on the specific land use district.

At the same time, the Wilburton Vision Implementation code update may implement specific standards for Wilburton, which would be adopted later this year. If you would like to share any comments specific to trees in Wilburton, I recommend reaching out to Caleb Miller, the Senior Planner managing that project. He is copied on this message, his email is cwmiller@bellevuewa.gov.

Thanks,
Kristina



Kristina Gallant, AICP

Planning Manager

Code and Policy, Development Services, City of Bellevue
(She/Her)

425-452-6196 | kgallant@bellevuewa.gov | BellevueWA.Gov

From: phyllisjwhite <phyllisjwhite@comcast.net>

Sent: Friday, April 26, 2024 6:30 PM

To: Gallant, Kristina <KGallant@bellevuewa.gov>

Subject: Wilburton-BelRed Proposed Tree Code

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

Hello Kristina,

What is the proposed Land Use/Tree Code LUCA for Wilburton closest to the BelRed Road, between BelRed and NE 8th in the single-family neighborhoods, 130th, 132nd, and 134th?

As I mentioned in the Planning Commission meeting, we are Wilburton residents on the north side of NE 8th near to BelRed Rd. There used to be fish, such as salmon, swimming down the stream, and they are not present as they were previously. Sometimes the stream turns murky with foam. The City spent millions near 132nd and NE 8th hoping to restore the stream.

We still see blue herons, bald eagles, red tailed hawks, bats, bobcats, beavers, coyotes, and other animals frequenting our yards and neighborhood.

Best regards,

Phyllis White

Sent from my Galaxy

Johnson, Thara

From: phyllisjwhite@comcast.net
Sent: Tuesday, May 7, 2024 12:34 PM
To: Miller, Caleb
Cc: PlanningCommission; Council
Subject: Re: Fwd: Re: Wilburton-BelRed Proposed Tree Code

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

Please add me as a party of record.

Hello Caleb,

Here is a copy of a response I received from Beth Scoggins of the Washington Department of Fish and Wildlife:

RE: Riparian Ecosystem Recommendation Documents

 **Scoggins, Bethany Q (DFW)** <bethany.scoggins@dfw.wa.gov>

To Phyllis.J.White@comcast.net

Reply

Forward

Delete



1 attachment

View

Download

Hi Phyllis,

Thank you for reaching out to WDFW.

For some background information, the PHS web APP is designed to be used as a tool to identify sensitive species or habitat on the landscape and does not always map every sensitive species or habitat on the landscape. The absence of a species or habitat on the map does not indicate the absence of the species or habitat on the landscape.

As far as riparian buffers, WDFW has new science that discusses riparian preservation sizes. WDFW recommends buffers that fully protect the channel migration zone. The new science that WDFW is recommending, is for buffers along creeks/streams that are the height of the tallest tree expected at 200 years old, or the site potential tree height. This wider buffer is recommended, as they protect the full ecosystem services. Looking at WDFW's map for SPTH200 for your address location, WDFW would recommend a riparian buffer of 196-feet.

WDFW has sent over our best available science resources to all the cities and we are hopeful that they will start to incorporate more of our science recommendations.

WDFW has sent over our best available science resources to all the cities and we are hopeful that they will start to incorporate more of our science recommendations.
On 05/01/2024 3:29 PM PDT phyllisjwhite@comcast.net wrote:

Hello Caleb,

What is the city of Bellevue's definition of critical areas? Would you provide a current map? Also, what are the City's current policies on Species of Local Importance and the protection of significant and landmark tree canopies for areas where they are frequently sighted and possibly live?

King County

"Update on Best Available Science Critical Areas Ordinance Review, 2024 King County Comprehensive Plan, December 2023

- As part of the 2024 King County Comprehensive Plan update, the County is required to review its policies and Critical Areas Ordinance (CAO) to include the current Best Available Science (BAS) and reflect changes in state law.
- The Growth Management Act (GMA) requires that counties and cities protect the functions and values of critical areas, including wetlands, critical aquifer recharge areas (CARAs), frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat conservation areas (FWHCAs). "Protection" in the context of critical areas refers to both preservation of the functions and values of the natural environment and to safeguarding the public from hazards to health and safety (WAC 365-196-830). Examples of functions and values of wetlands include preventing downstream flooding, filtering pollutants, and supporting stream flows in the summer."
- The Washington Department of Fish and Wildlife recommendations include the riparian ecosystem, retaining a buffer of highest trees, such as 195 feet, or 200 feet, which cannot be grown in short periods of time:

[Priority Habitats And Species: Riparian Ecosystems and the Online SPTH Map Tool \(arcgis.com\)](#)

Best regards,

Phyllis White

----- Original Message -----

From: "Gallant, Kristina" <KGallant@bellevuewa.gov>

To: phyllisjwhite <phyllisjwhite@comcast.net>

Cc: "Miller, Caleb" <CWMiller@bellevuewa.gov>

Date: 04/29/2024 2:14 PM PDT

Subject: Re: Wilburton-BelRed Proposed Tree Code

Hi Phyllis,

I have attached the draft Tree Code LUCA, which will apply to Wilburton when adopted. The proposed code has requirements that vary depending on the specific land use district.

At the same time, the Wilburton Vision Implementation code update may implement specific standards for Wilburton, which would be adopted later this year. If you would like to share any comments specific to trees in Wilburton, I recommend reaching out to Caleb Miller, the Senior Planner managing that project. He is copied on this message, his email is cwmiller@bellevuewa.gov.

Thanks,
Kristina



Kristina Gallant, AICP

Planning Manager

Code and Policy, Development Services, City of Bellevue

(She/Her)

425-452-6196 | kgallant@bellevuewa.gov | BellevueWA.Gov

From: phyllisjwhite <phyllisjwhite@comcast.net>

Sent: Friday, April 26, 2024 6:30 PM

To: Gallant, Kristina <KGallant@bellevuewa.gov>

Subject: Wilburton-BelRed Proposed Tree Code

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

Hello Kristina,

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As I mentioned in the Planning Commission meeting, we are Wilburton residents on the north side of NE 8th near to BelRed Rd. There used to be fish, such as salmon, swimming down the stream, and they are not present as they were previously. Sometimes the stream turns murky with foam. The City spent millions near 132nd and NE 8th hoping to restore the stream.

We still see blue herons, bald eagles, red tailed hawks, bats, bobcats, beavers, coyotes, and other animals frequenting our yards and neighborhood.

Best regards,

Phyllis White

Sent from my Galaxy

Johnson, Thara

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Monday, May 6, 2024 10:25 AM
To: PlanningCommission
Cc: Council
Subject: KDC Comment on TR-56 and S-BR-54 - supporting arterials to accommodate growth
Attachments: KDC Letter to PC - TR-56 & S-BR-54.pdf

You don't often get email from mariya.frost@kemperdc.com. [Learn why this is important](#)

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

Commissioners,

Please accept the attached written comment, also copied below, in advance of your May 8 meeting.

Thank you for your continued work on reviewing comprehensive plan policies. We are writing today to share comments about two transportation policies you began to address at the last Planning Commission meeting, both of which relate to the importance of maintaining arterial road lanes in order to accommodate the growth and increased travel demand the City is planning for.

TR-56: Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists at peak periods and/or to optimize person throughput along a corridor.

Recommendation: Though our initial recommendation and preference is to repeal this policy altogether, **we support the Transportation Commission's amendment to include "peak period" language**, which serves as a guardrail to ensure the City does not use a 24-hour day to argue Bellevue has excess lane capacity on its roads (as was done and later retracted in the Bike Bellevue Guide). The peak period of travel, whether in the morning or afternoon, is when Bellevue residents and workers experience the highest levels of congestion and when we need our roads to reliably accommodate thousands of vehicular trips.

We also support adding language to this policy to reflect Council direction that repurposing travel lanes should be a "last resort."

The policy could read: "Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists at peak periods and/or to optimize person throughput along a corridor, and only as a last resort."

S-BR-54: Design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to citywide and regional travel demand.

Recommendation: Staff recommend repealing this policy. We are asking you to **please retain this policy, or work this language into TR-17**, as we need to maintain and improve arterials citywide in order to serve the citywide travel demand the City projects will increase in the Comprehensive Plan FEIS. This policy offers unique direction to design arterial improvements, including added vehicular capacity, for the purpose of serving current

and future vehicular travel demand – direction that is not found in any other staff-referenced policy that vaguely mentions multimodal options.

If you choose to shift this language into general TR policy, we recommend doing so in TR-17, which could be rewritten as follows: “Scope, plan, design, implement, operate and maintain a complete and multimodal transportation network, including arterial improvements and added vehicular capacity, transit facilities and non-motorized components to serve travel demand and in accordance with ~~the Performance Metrics, Performance Targets, and Performance Management Areas as established in the~~ Mobility Implementation Plan.”

Thank you for your thoughtful consideration.

Sincerely,



Mariya Frost
Director of Transportation
Kemper Development Company
The Bellevue Collection | Bellevue Square Lincoln Square Bellevue Place
425-460-5925 Mobile
mariya.frost@kemperdc.com
www.bellevuecollection.com





May 6, 2024

Planning Commission
City of Bellevue
450 110th Avenue NE
Bellevue, WA 98004

RE: Comprehensive Plan Policies TR-56 and S-BR-54

Commissioners,

Thank you for your continued work on reviewing comprehensive plan policies. We are writing today to share comments about two transportation policies you began to address at the last Planning Commission meeting, both of which relate to the importance of maintaining arterial road lanes in order to accommodate the growth and increased travel demand the City is planning for.

TR-56: Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists at peak periods and/or to optimize person throughput along a corridor.

Recommendation: Though our initial recommendation and preference is to repeal this policy altogether, **we support the Transportation Commission's amendment to include "peak period" language**, which serves as a guardrail to ensure the City does not use a 24-hour day to argue Bellevue has excess lane capacity on its roads (as was done and later retracted in the Bike Bellevue Guide). The peak period of travel, whether in the morning or afternoon, is when Bellevue residents and workers experience the highest levels of congestion and when we need our roads to reliably accommodate thousands of vehicular trips.

We also support adding language to this policy to reflect Council direction that repurposing travel lanes should be a "last resort."

The policy could read: "Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists at peak periods and/or to optimize person throughput along a corridor, and only as a last resort."

S-BR-54: Design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to citywide and regional travel demand.

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KEMPER DEVELOPMENT COMPANY PO Box 908 Bellevue, WA 98009 425-646-3660 www.bellevuecollection.com



If you choose to shift this language into general TR policy, we recommend doing so in TR-17, which could be rewritten as follows: “Scope, plan, design, implement, operate and maintain a complete and multimodal transportation network, including arterial improvements and added vehicular capacity, transit facilities and non-motorized components to serve travel demand and in accordance with ~~the Performance Metrics, Performance Targets, and Performance Management Areas as established in the Mobility Implementation Plan.~~”

Thank you for your thoughtful consideration.

Sincerely,

A handwritten signature in black ink that reads "Mariya Frost". The signature is fluid and cursive, with the first name being more prominent.

Mariya Frost
Director of Transportation
Kemper Development Company

Johnson, Thara

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Tuesday, May 21, 2024 3:37 PM
To: PlanningCommission
Cc: Council; Kevin Wallace
Subject: KDC/WPI Joint Letter on TR-56 & S-BR-54
Attachments: KDC WPI Letter to PC 5-21-24.pdf

You don't often get email from mariya.frost@kemperdc.com. [Learn why this is important](#)

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

Chair Bhargava and Commissioners,

Please accept the attached letter on behalf of Kemper Development and Wallace Properties for your upcoming discussion on the Comprehensive Plan/Bel-Red policy amendments this Wednesday.

We request that you **amend TR-56** and **retain S-BR-54** (or preferably apply it citywide) to preserve policies that are important for maintaining our existing network of arterial road lanes, and expanding the system as necessary to accommodate the growth and increased travel demand the City is calling for in the Comprehensive Plan.

Thank you for your consideration.

Mariya Frost
Director of Transportation
Kemper Development Company
The Bellevue Collection | Bellevue Square Lincoln Square Bellevue Place
425-460-5925 Mobile
mariya.frost@kemperdc.com
www.bellevuecollection.com





Planning Commission
City of Bellevue
450 110th Avenue NE
Bellevue, WA 98004

May 21, 2024

RE: Comprehensive Plan Policies TR-56 and S-BR-54

Commissioners,

Bellevue is a suburban city that depends on arterial roadways to move cars, freight, and bus transit. To continue to thrive, it is critical that we support all modes of transportation in proportion to travel demand — driving, transit, bicycling, and walking – without reducing infrastructure for any of these modes. Looking at roadways specifically, suburban Bellevue, with its dynamic, retail-focused economy is heavily dependent on having a functioning road network that brings in shoppers and workers, and enables our residents to get around by car, truck and bus. It is critical that we continue to maintain and expand the city’s street capacity to serve our present transportation needs and to enable future growth.

We ask that you amend TR-56 and retain S-BR-54 (or preferably apply it citywide) to preserve policies that are important for maintaining our existing network of arterial road lanes, and expanding the system as necessary to accommodate the growth and increased travel demand the City is calling for in the Comprehensive Plan.

Maintaining the Existing Arterial Road Network

TR-56: Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists at peak periods and/or to optimize person throughput along a corridor.

Recommendation: Amend this policy to read - “Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists at peak periods and where no other practical alternatives are available.”

Comments: First, we request elimination of the criteria “to optimize person throughput.” As drafted, even if excess vehicular capacity does not exist (the road is congested during the peak period), the City could conclude it is acceptable to take away a travel lane solely because it “optimizes person throughput,” which is defined in the Draft Comprehensive Plan as “a measure of the number of people that *can* move along a street.” The number of people who can theoretically move in a bike lane, for example, does not represent how many people actually *do*. Thus, eliminating a travel lane “to optimize person throughput” may actually make conditions worse if the City’s data shows this infrastructure will not carry as many people as a vehicular travel lane. This criteria is vague and subjective, and should not be the sole basis for a decision to remove a lane.

Second, we request adding language that repurposing a travel lane can only occur “where no other practical alternatives are available.” This echoes Council’s direction on March 25th that travel lanes only be removed as a last resort. Prior to their 6-1 vote on the motion, Councilmembers made comments

like: “I think it is time to take removing travel lanes out of the discussion” and “We need more and better roads” and “I would not support getting rid of car lanes” and “We are suffering from having roads not redone and not worked on with all the development that is coming.” The proposed language is consistent with the motion and these comments, and is important to the future of Bellevue’s transportation system.

Expanding the Arterial Road Network

The staff proposal is to repeal S-BR-54, which states:

S-BR-54: Design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to citywide and regional travel demand.

Recommendation: Retain this language as-is in S-BR-54, or preferably, apply the concept citywide by creating a new policy in the Streets section of the Transportation Chapter of the Comprehensive Plan.

TR-55.1: Design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the increases in density in the land use plans, in addition to citywide and regional travel demand.”

Comments: It is critical that the City maintain and improve arterials citywide as we continue to grow. This policy offers unique direction to design and develop arterial improvements, including added vehicular capacity, *for the explicit purpose of serving current and future vehicular travel demand* – direction that is not found in any other comprehensive plan policy, including those mentioned by staff in your meeting packet. Retaining S-BR-54 addresses the concern in Bel-Red, and adopting a new TR-55.1 would address it citywide.

Thank you for your thoughtful consideration.

Sincerely,



Mariya Frost
Director of Transportation
Kemper Development Company



Kevin Wallace
President
Wallace Properties, Inc.

Johnson, Thara

From: Neal Mulnick <neal@clover.capital>
Sent: Tuesday, May 21, 2024 9:20 AM
To: PlanningCommission
Cc: Paul Etsekson; Michele Mulnick; Abigail DeWeese; King, Emil A.; Rousseau, Gwen; Johnson, Thara
Subject: Mountvue Place Shopping Center designation as Highrise Residential Mixed Use

You don't often get email from neal@clover.capital. [Learn why this is important](#)

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

Dear Chair Bhargava and Planning Commissioners:

We own Mountvue Place shopping center located at 14504 – 14510 NE 20th St, Bellevue.

Thank you for all your work to date on the Bel-Red Look Forward and Comprehensive Plan Periodic Update — we are impressed by the clear vision it sets out for bold growth in the City over the next two decades. This is a seminal opportunity for the City and we applaud all of the effort going into the process.

At the May 8, 2024 meeting the commission voted to change the area of Bel-Red along NE 20th St between the 144th Ave NE block and 148th Ave NE to **Highrise Residential Mixed Use designation**. Given the proximity to light rail, Overlake Village (where Redmonds plans building up to 30 stories) and the large amenity base (grocery stores, restaurants and other services), this is an ideal location for residential re-development. **We strongly support this change and know it will help with the housing challenge in Bellevue.**

Thank you for this opportunity to comment. We look forward to working with you as the Comprehensive Plan and future Bel-Red zoning changes are implemented. Please do not hesitate to contact us if you have any questions.

Regards,
Neal Mulnick on behalf of the Mountvue Place LLC team

--

Neal Mulnick

Clover Capital LLC

Cell: 253-973-7770 | Office: 425-746-1500 | neal@clover.capital | VisitClover.com

14510 NE 20th Street - Suite 205, Bellevue, WA 98007



From: [Rousseau, Gwen](#)
To: wei@winsoninvestment.com; [Johnson, Thara](#); [King, Emil A.](#)
Subject: RE: BelRed Land use
Date: Tuesday, February 6, 2024 8:49:00 AM
Attachments: [image001.png](#)

Thank you for sending, Wei!

Staff will review the documents you sent. The Planning Commission will be reviewing the proposed future land use designations in general at their meeting on February 14, and then reviewing the Future Land Use Map along with BelRed Land Use policies at their meeting on February 28. Please see the Planning Commission webpage at this [link](#) to learn more about how you can provide comment directly to the Planning Commission.

Thank you,
Gwen

From: wei@winsoninvestment.com <wei@winsoninvestment.com>
Sent: Monday, February 5, 2024 7:16 PM
To: Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: RE: BelRed Land use
Importance: High

Some people who received this message don't often get email from wei@winsoninvestment.com. [Learn why this is important](#)

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

Dear Thara and Gwen,

I wanted to express my gratitude for you to meet with me today to discuss the land use proposal concerning my property in the Bel Red area.

Attached to this email, you will find the documents that were presented during our meeting for your reference. Revised to make it more clear.

The accompanying PDF includes a legend that visually represents the topics we covered. Here's a brief summary:

1. The area outlined in red signifies the proposed change from the current FEIS **BR-MU-M** zone to the **BR-RC-H-1** zone.
2. The blue-outlined area indicates the car dealership, which is planned to remain for the long term. *(No proposed changes from me at this point, it is up to the city to decide.)*

3. The yellow-outlined area represents the Safeway Plaza, which is also intended for long-term use and is currently optimized for its purpose. *(No proposed changes from me at this point, it is up to the city to decide.)*

Additionally, the attached Word document provides a detailed rationale for these proposed changes.

Thank you once again for your time and consideration. Please do not hesitate to reach out if you would like to delve further into this matter.

Best regards,

Wei Zhang
President

t: +1 425 732 2530

a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



From: Johnson, Thara <TMJohnson@bellevuewa.gov>

Sent: Wednesday, January 31, 2024 4:46 PM

To: Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>;
Rousseau, Gwen <GRousseau@bellevuewa.gov>; wei@winsoninvestment.com

Subject: RE: BelRed Land use

I'll reserve a conference room and update the invite.

-----Original Appointment-----

From: wei@winsoninvestment.com <wei@winsoninvestment.com> **On Behalf Of** Johnson, Thara

Sent: Wednesday, January 31, 2024 4:43 PM

To: King, Emil A.; Rousseau, Gwen; wei@winsoninvestment.com

Subject: FW: BelRed Land use

When: Monday, February 5, 2024 10:30 AM-11:00 AM (UTC-08:00) Pacific Time (US & Canada).

Where: Microsoft Teams Meeting

You don't often get email from wei@winsoninvestment.com. [Learn why this is important](#)

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

Hi Thara,

Is this in-person meeting or ZOOM call? I don't mind go to city having a in-person meeting if possible, as it will be easier to discuss drawings, etc.

Thank you!

Wei Zhang
President

t: +1 425 732 2530

a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



-----Original Appointment-----

From: Johnson, Thara <TMJohnson@bellevuewa.gov>

Sent: Wednesday, January 31, 2024 4:38 PM

To: Johnson, Thara; King, Emil A.; Rousseau, Gwen; wei@winsoninvestment.com

Subject: BelRed Land use

When: Monday, February 5, 2024 10:30 AM-11:00 AM (UTC-08:00) Pacific Time (US & Canada).

Where: Microsoft Teams Meeting

Microsoft Teams meeting

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From: [Rousseau, Gwen](#)
To: [Alex Wilson](#)
Cc: [Andrew Langsford](#); [King, Emil A.](#); [Johnson, Thara](#)
Subject: RE: Development plan for Bel-Red area Inquiry
Date: Tuesday, February 6, 2024 12:34:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi Alex,

Nice to meet you virtually. As part of the city's Comprehensive Plan Periodic Update, proposed future land use designations have been released for public review on our [Engaging Bellevue website](#). You can view the proposed future land use designations and submit comments on this [interactive map](#). The proposed land use designation for the area you have outlined below, is residential commercial mixed use, which would have an emphasis on residential development but allow for a mix of uses. In terms of scale, the proposed designation would allow for high-rise development with the highest intensities closest to the light rail station. You can review the different land use alternatives analyzed during our environmental review in the [Final Environmental Impact Statement](#) starting on page 2-11 (pdf page 71). You can also learn more about the BelRed Look Forward initiative on our city webpage at this [link](#).

Staff will be presenting proposed future land use designations to the Planning Commission over the course of two meetings in February. During their first meeting on February 14, staff will introduce the new future land use designations and proposed updates to land use policies in Volume 1 of the Comprehensive Plan. During the Planning Commission's second meeting on February 28, staff will introduce the Future Land Use Map and updates to land use policies in the BelRed Subarea Plan. You can learn more about upcoming meetings on our Planning Commission webpage at this [link](#).

Since 2009, the city has invested over \$194 million in transportation improvements in the BelRed subarea, and more investments are in the works for completion of NE Spring Boulevard, improvements to 130th Avenue NE and other arterials. The Land Use Code requires local streets to be developed as part of development. Requirements for BelRed street development can be found in section [20.25D.140](#) of Bellevue's Land Use Code.

Please let me know if you have any questions or need any additional information. I would be glad to jump on a call.

Thank you,
Gwen

Gwen Rousseau, AICP

Pronouns: She/her
Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

Note: My working hours are typically between 8:30AM – 5:30PM. My teleworking days are typically Tuesdays and Fridays.

Diversity, Inclusion and Belonging Drive Innovation

When we limit who can contribute, we in turn limit what problems we can solve.

- Diversity is having a seat at the table.
- Inclusion is having a voice.
- Belonging is having that voice be heard.

From: King, Emil A. <EAKing@bellevuewa.gov>
Sent: Friday, February 2, 2024 7:46 PM
To: Alex Wilson <alex@vreg.co>
Cc: Andrew Langsford <andy@vreg.co>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: RE: Development plan for Bel-Red area Inquiry

Hi Alex,

I'm going to have Gwen Rousseau on my team provide you an update. She's cc'd on this email.

Thanks,
Emil A. King, AICP
Planning Director

From: Alex Wilson <alex@vreg.co>
Sent: Friday, February 2, 2024 1:04 PM
To: King, Emil A. <EAKing@bellevuewa.gov>
Cc: Andrew Langsford <andy@vreg.co>
Subject: Development plan for Bel-Red area Inquiry

You don't often get email from alex@vreg.co. [Learn why this is important](#)

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

Hi Emil,

I hope you're doing well. My name is Alex Wilson, and I am with the Venture Real Estate Group. Andy, our president, who spoke with you a few years ago, gave me your contact. So, we are considering a property in the Bel-Red station area, close to the proposed light rail station. We would like to understand what the city is envisioning from a development perspective in the Bel-Red area. Given Bel-Red's shift from its light industrial past, which has seen significant declines, we are interested in the city's plans for future development in this area. The land we are examining is zoned BR-GC for mixed-use and residential development. The block in question requires street improvements to transition from its industrial use to residential neighborhoods to become more vibrant. We want to know if the city has any plans to add streets to this block to facilitate this transformation.

I look forward to hearing your thoughts on this.

From: alexis@finemre.com
To: [Rousseau, Gwen](#); [Johnson, Thara](#); [King, Emil A.](#)
Cc: [Stanley Xu \(stanley.xu@longwellcompany.com\)](mailto:stanley.xu@longwellcompany.com); [Tsang Wong](#)
Subject: Re: Bellevue Station Project Tour
Date: Monday, February 12, 2024 8:06:13 AM
Attachments: [image001.png](#)

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4pm works great. Please bring sturdy leather shoes (hiking boots are perfect). We can provide hard hats and safety vests.

I'll send more details in the calendar invitation later this morning.

Best

Alexis

Alexis Chartouni
Finem Investment and Development Limited
206 683 4997

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Friday, February 9, 2024 5:37:40 PM
To: alexis@finemre.com <alexis@finemre.com>; Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>
Cc: Stanley Xu (stanley.xu@longwellcompany.com) <stanley.xu@longwellcompany.com>; Tsang Wong <tsangwlim@gmail.com>
Subject: RE: Bellevue Station Project Tour

Hi Alexis,

Could we push the start time back to 4:00 pm? That is when all of us would be available.

Thanks,
Gwen

From: alexis@finemre.com <alexis@finemre.com>
Sent: Friday, February 9, 2024 4:36 PM
To: Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Cc: Stanley Xu (stanley.xu@longwellcompany.com) <stanley.xu@longwellcompany.com>; Tsang Wong <tsangwlim@gmail.com>
Subject: RE: Bellevue Station Project Tour

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Thara,

Friday 2/16/2024 is wide open for me. Can I suggest a walk at about 3.00 pm, as the workers will be winding down, and it will be quitter, safer etc for us to stroll through.

Why don't we do a walk with staff first, and I'll try and coordinate the commissioners separately, two at a time. If any want to come on 2/16, of course they are welcome to join us.

Let me know if this works.

Best

Alexis

ALEXIS CHARTOUNI

FINEM INVESTMENT AND DEVELOPMENT LIMITED

M 206 683 4997

T 206 661 6300

Respite Finem... Consider the ultimate outcome

From: Johnson, Thara <TMJohnson@bellevuewa.gov>

Sent: Thursday, February 8, 2024 09:50

To: alexis@finemre.com; King, Emil A. <EAKing@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>

Cc: Stanley Xu (stanley.xu@longwellcompany.com) <stanley.xu@longwellcompany.com>; Tsang Wong <tsangwlim@gmail.com>

Subject: RE: Bellevue Station Project Tour

Hello Alexis,

Thank you for your offer to tour the Bellevue Station Project. Emil, Gwen and myself would certainly be interested in touring the project. If you could provide us with some times that work for your schedule, that would be appreciated. Fridays are typically easiest but we could make other days work too.

I have forwarded your email to the Planning Commission as well and will have your contact information to connect with you if they are interested in attending. Also as an aside, more than three Commissioners is considered a quorum under the Open Public Meetings Act if you are intending to

take a group out together.

Thank you again for the opportunity and we look forward to the tour.

Best Regards,

Thara Johnson



Thara Johnson

Comprehensive Planning Manager, City of Bellevue
tmjohnson@bellevuewa.gov | [425-452-4087](tel:425-452-4087) | BellevueWA.gov

From: alexis@finemre.com <alexis@finemre.com>

Sent: Monday, February 5, 2024 7:03 PM

To: Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>;
Rousseau, Gwen <GRousseau@bellevuewa.gov>

Cc: Stanley Xu (stanley.xu@longwellcompany.com) <stanley.xu@longwellcompany.com>; Tsang
Wong <tsangwlim@gmail.com>

Subject: Bellevue Station Project Tour

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Thara, Emil and Gwen,

I think that I've mentioned in the past that I'd love to tour the Planning Staff and Commission through the Bellevue Station project. It's an opportune time right now, as we are in framing, so structural complexity resulting from a code-responsive design is currently clearly visible, as are the infrastructure impacts of the ROW requirements.

Please let me know when you have time for a tour, and how best to coordinate the commissioners. Of course, other staff members are more than welcome to join us; please extend the invitation to anyone that may be interested.

Sincerely,

Alexis



ALEXIS CHARTOUNI

FINEM INVESTMENT AND DEVELOPMENT LIMITED

M 206 683 4997

T 206 661 6300

From the Gesta Romanorum:

'Quidquid agas, prudenter agas, et respice finem'

'Whatever you do, do cautiously, and consider the ultimate outcome'

From: [Evolution Studios](#)
To: [Rousseau, Gwen](#)
Cc: [Maria Lau Hui](#); [Sandy Vo](#); [Battin, Apryl](#); [Hoffman, Lorie](#); [MacDonald, Scott](#); [Marci Marra](#)
Subject: Re: Program to fill vacant retail plus Edmonds arts center
Date: Wednesday, February 14, 2024 12:37:03 PM

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Hi Gwen,

We hope this finds you well. Thanks again for spending the time with us, you certainly provided a wealth of information.

We really appreciate these additional links! Mary Olsen, owner of Graphite Arts Center and Charcoal restaurant is a personal acquaintance of mine... she's also co-founder of the nonprofit Art Start Northwest... we'll definitely reach out to her and her team. As for the J.P. Morgan program, we will look into that as well.

We're extremely grateful for your guidance and for being such a strong advocate for BelRed and the Arts District.

Warm regards,
Eden and team

On Feb 14, 2024, at 9:38 AM, Rousseau, Gwen <GRousseau@bellevuewa.gov> wrote:

Hello Sandy, Eden, and Maria,

It was great meeting with you again on Monday. I recently came across a couple of interesting local programs supporting artists that I thought you might find inspiring:

[Program to fill Seattle's vacant retail spots gets boost from JPMorgan - Puget Sound Business Journal \(bizjournals.com\)](#)

[Graphite | Edmonds, WA \(graphite-edmonds.org\)](#)

Gwen

Gwen Rousseau, AICP

Pronouns: She/her

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

Note: My working hours are typically between 8:30AM – 5:30PM. My teleworking days are typically Tuesdays and Fridays.

Diversity, Inclusion and Belonging Drive Innovation

When we limit who can contribute, we in turn limit what problems we can solve.

- *Diversity* is having a seat at the table.
- *Inclusion* is having a voice.
- *Belonging* is having that voice be heard.

Thank you for the opportunity to comment on the Comp Plan 2044 and the BelRed Look Forward updated policies.

The BelRed Arts District Community Alliance is appreciative of the City's vision for BelRed to be "a unique destination providing a one-of-a-kind cultural experience on the Eastside, featuring a thriving arts and creative community in the BelRed Arts District." The updated measures of:

- **New** policy to provide support and resources to organizations that can help grow, fund, and manage the Arts District.
- **Updates** to enhance policies call for funding, integration, and investment in a wide range of artworks, projects, and events that enhance the visibility of the Arts District.
- **New** policies to secure long-term affordable arts and cultural space, as well as affordable artist housing.
- **New** policy to support programs and events that facilitate collaboration between artists, other creatives, and the broader community.
- **New** policy to develop a dedicated indoor central meeting space for events, classes, programs, and other arts uses.
- **New** policy to incorporate artistic components and amenities into city facilities.

Are critical to ensuring the BelRed Arts District is a sustainable and vibrant creative community that celebrates Bellevue's diversity and meaningfully connects everyone through arts, culture, and innovation. We believe in the importance of arts and culture in bringing the community together and are supportive of the policies above to daylight the limitless potential of the district.

In reviewing the *BelRed Look Forward CPA: Proposed Policy Amendments to the BelRed Subarea Plan (Public Review Draft - Jan 15, 2024)*, we also have the following comments:

1. New S-BR-1. We believe in the importance of retainment, preservation, and attraction of **new and existing** creative businesses in BelRed. We do not wish to see the existing businesses be priced out and recommend keeping the deletion of "retaining many existing businesses" but updating it as "retaining existing creative and cultural businesses."
2. New S-BR-10. The preclusion of new light industrial uses would eliminate creative and artistic establishments such as glass blowing and additional pottery/ kiln firing studios in the BelRed Arts District. We recommend including verbiage that robust, creative agencies that may be classified as light industrial be allowed. We envision such businesses would add tremendous value to enhance the vibrancy of the District.
3. New S-BR-35. We recommend adding culturally relevant agencies, often tied to the diverse ethnicities within Bellevue, to be included in the preservation and/or relocation of small ethnic grocery stores and restaurants in this measure.

Furthermore, in reviewing the current Land Use Code (LUC 20.25D), we noted there are opportunities for more robust supportive measures that would make these policies, in particular affordable creative commercial spaces, achievable. The current FAR incentive system (LUC20.25D.90) allows 3 different sets of criteria that would enable developers to achieve greater FAR. However, this current system has a built-in mechanism where affordable housing and park dedications are prioritized as Tier 1a&b incentives. If the above vision for BelRed to be an art and cultural destination is to be actualized, we respectfully ask the City to reconsider the incentive system such that the inclusion of arts and cultural spaces is to be a dominant priority, not a second-tier consideration. Our recommendation is to reprioritize the FAR incentives such that Childcare/ Nonprofit Space (currently Tier 2) **and Affordable Creative Commercial Spaces** be included as part of the Tier 1 incentive system with a greater than the current .5 FAR assignment. These critical elements benefit the overall well-being of the community and need greater consideration. Additionally, we recommend the LUC to include a definition and/or definitive qualifiers of affordable creative commercial space to assist developers in how to achieve this incentive.

Arts and culture are not intangible assets. The Arts & Economic Prosperity 6's data tells us that, "over 850,000 people attended nonprofit arts and culture events in Bellevue in 2022, with roughly 20% of that audience comprised of tourists and visitors. Bellevue's nonprofit arts and culture industry generated \$54.3 million in economic activity in 2022, with the typical arts event attendee spent \$49.07 per person here." The creative economy is a dominant force in generating revenues for local business owners, developers, and the City. Arts and culture deserve a place in BelRed.

Thank you for the opportunity to comment and consideration of our input.

Respectfully,
Maria Lau Hui & Sandy Vo
BelRed Arts District Community Alliance



From: [Jim Reed](#)
To: [King, Emil A.](#)
Cc: [Rousseau, Gwen](#)
Subject: Bel Red Property Committee Letter to Land Use
Date: Friday, February 16, 2024 12:02:37 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[Bel-Red_Stakeholders-Owners_Map.pdf](#)
[BRPC Letter to Community Development-Final 2.16.2024.pdf](#)

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Good morning Emil and Gwen,

Happy New Year belated. And hope you both are doing well. As you know my name is Jim Reed and I am the chairperson of the Bel Red Property Committee, a large group of Bel Red properties specifically focused around the 130th and 132nd stations. Our group of owners collectively now has over 135 acres or about 6 million square feet of land in this subarea. Thank you for coming to our first meeting a few months back and we look forward to meeting and hosting you again in the near future.

On behalf of the Bel Red Property Committee I am pleased to provide you with the attached letter that references specific topics the group would like to collaborate with you and the city of Bellevue on. In addition to the letter I have attached a map showing all of the properties and ownership groups involved in the committee. The map is missing a few new participants, but I will provide that map next week that shows the additional properties/addresses and ownership entities that get us over 135 acres.

If you have any questions please don't hesitate to contact me, and as mentioned above, we look forward to meeting with you again in person to work together and collaborate to recreate the Bel Red in the future.

Thank you for your time and have a great weekend.

Jim Reed, SIOR
Principal
Lee & Associates | Pacific Northwest

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C 425.679.1681
O 425.454.4242
jreed@lee-associates.com

170 120th Avenue NE | Suite 203
Bellevue, WA 98005



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February 16, 2024

Bellevue Community Development
City of Bellevue
P.O Box 90012
Bellevue, WA 98009
Via email: EAKing@bellevuewa.gov, grousseau@bellevuewa.gov

Dear Emil and Gwen and Fellow Community Development colleagues,

We are writing on behalf of the Bel-Red Property Committee (“BRPC”) to provide comments in response to the Draft Environmental Impact Statement (“DEIS”) prepared for the Bellevue 2044 update as well as the Final Environmental Impact Statement (“FEIS”) for the Bellevue Comprehensive Plan. Our comments address desired composition for the final Preferred Land Use Map, suggestions on Bel-Red Sub-Area Plan policies, and general barriers to housing development which are specific to Bel-Red.

For reference, the BRPC owns 135 acres/6 million square feet of land in the heart of the Bel-Red Corridor (the “Properties”) with varied existing and proposed density and height bi-laws. A map of the Properties is attached for your reference. The Comprehensive Plan update will be important to the future use and development of these Properties and the role it will play in Bellevue’s growth as a regional center. Many of the standards addressed below are currently barriers to housing production and positive economic development within Bel-Red. To this end, we ask that the Planning Commission direct staff to include the following considerations in the Preferred FEIS Map and the Bel-Red Sub-Area Plan.

The Key items that the BRPC would like to address in the Bellevue 2044 Update related to Bel-Red include:

- 1. Street Grid-** The BRPC has significant concerns about the street grid that does not reflect property boundaries, topography, proportionality to a development’s impact, or the City’s ability to effectively deliver the street grid in an efficient manner.

Moreover, before implementing any street grid requirement, the City should study which streets and where, are actually needed to provide efficient transit function. Any required street should be proportionate to the impact caused by that specific development. The street grid plan should be broadened to include permit pedestrian and bicycle connections in lieu of vehicular connections, in keeping with the transportation mitigation policies.

It is our understanding that findings from the DEIS explain that completion of the road grid is not identified as a required measure to mitigate either aesthetic or transportation impacts. We support this statement from the DEIS and do not believe that a road grid is necessary to mitigate either aesthetic or transportation impacts.

One suggestion is that the existing Bel-Red street grid map be removed, and solely replaced with block length standards which can be achieved through a combination of pedestrian, bicycle, and vehicular paths/streets, depending on a site-specific multi-modal transit analysis and permitted through development review.

A second suggestion is to simplify the draft Bel-Red policy S-BR-81 to remove the word “limited” and simply state to, *“Allow flexibility to implement intended alignment and function of local streets where site constraints exist.”* The BRPC is concerned that adding the “limited” qualification will cause a hang up during code drafting and development review.

- 2. Critical Areas (“CA”)-** Bel-Red is disproportionately impacted by CAs, both natural and manmade which decrease developable area. Current CA standards impose onerous setbacks and on-site mitigation requirements for sites proposing to re-develop. In most cases these standards act as a disincentive to re-development, resulting in diminished housing production and ensuring that the existing CAs remain un-mitigated for years to come.

To remedy this, the City should analyze the impacts critical areas and the existing standards impose on re-development. Most importantly the Bel-Red Sub-Area Plan and forthcoming CA Ordinance should include policies that seek to incentivize on-site CA rejuvenation, such as daylighting of creeks, in a manner that ensures the habitat is improved from its existing condition while still allowing for feasible re-development. However, the standards within the existing land use code do not properly incentivize developers to daylight and improve creeks, and instead act as a disincentive.

For example, policies on stream protection and rehabilitation should reference "best-available-science" and encourage a site-by-site review for proposed on-site mitigations. The new Bel-Red Sub-Area Plan should include a policy that mirrors the existing CL-97 policy, where it states, "... allow for a site specific or programmatic critical areas study to provide a science based approach to development that will achieve an equal or better result for the critical area functions."

- 3. Proximity to the station-** The BRPC strongly recommends the FEIS Preferred Map include the highest densities, those studied in DEIS Alternative 3, closest to the station. This can be accomplished by clarifying draft policy S-BR-27 so that "closest to the station" is defined as within 1/2 mile radius of the station, aligning with the definition from House Bill-2160.
- 4. Mixed-Use Designation and Retail Viability-** Top priorities of the draft Bel-Red Sub-Area Plan around the 130th station are: 1) emphasize housing and minimize commercial; and 2) create pedestrian oriented retail area along 130th. The BRPC supports these goals but warns that they work counter to each. Any retail corridor can only thrive with a healthy balance of commercial jobs to support retail during the day, and ample housing to support retail on evenings and weekends. Minimizing commercial, as is the intent of draft policy S-BR-24, will only lessen the viability of any retail corridor.

Housing can and should still be emphasized within the 130th node, but commercial should also be encouraged. The exact balance between housing and commercial can be addressed during zoning code discussions, but draft policy S-BR-24 should be revised to state, "Provide for a mix of housing, retail and services, with an emphasis on housing, but also provide for enough office/commercial required to properly support the retail uses and daytime traffic and employment."

- 5. Development Standards-** Current development standards governing floor plate sizes, setbacks and step backs only create development up to eight stories, with no opportunity to create higher densities given the construction costs and inefficiencies when trying to comply with current standards. Current interest rates and market conditions make current development standards all the more infeasible. The BRPC recommends several changes to development standards to encourage feasible development and to take advantage of higher densities within Bel-Red. These changes would include:

Floor Plate Limits:

I. Residential

- a. Eliminate all FAR constraints for residential and instead rely on height and form
- b. Increase the floor plate size or have no maximum floor plate up to 85', as per commercial above.
- c. Highrise 85' to 180': 24,000 SF
- d. Highrise above 180': 18,000 SF

II. Commercial

- a. Increase the floor plate size or have no maximum floor plate size up to 85' so long as development follows the other rules of the code including parking, setbacks and landscaping buffers.
- b. Increase maximum floor plates on buildings between 85' and 180' tall to 30,000 SF or more, to attract office/life science and tech users to the area.

Upper-Level Setbacks and Step Backs: Eliminate this standard for midrise and make it only a design guideline for tower buildings over 85' tall. This would enable better feasibility and more housing production. Step backs force large, inefficient units that do not stack, which can prevent projects from pursuing MFTE. Using design guidelines to allow flexibility and case by case/ site specific/context/ affordability/ materials/ modulation issues can be considered.

Thank you for the opportunity to comment on the City of Bellevue's DEIS and Bel-Red Sub-Area Plan. The BRPC looks forward to working with the Community Development staff, the Planning Commission and the Bellevue City Council to create zoning that accomplishes all the goals set forth for the city, owners and the community. We look forward to hosting you in person to review our mutual goals and alignment.

Sincerely,



Jim Reed Jr., Dual SIOR
Principal, Bel Red Property Committee Chair
Lee & Associates Commercial Real Estate Services LLC
170 120th Avenue NE, Suite 203
Bellevue, Washington 98005
jreed@lee-associates.com
Cell: 425-679-1681



BEL-RED / PROPERTY OWNERS

	OWNERSHIP NAME	PROPERTY ADDRESS	LAND SF		OWNERSHIP NAME	PROPERTY ADDRESS	LAND SF
1	13200 LLC	13200 NE Bel Red Road	54,000	44	Mayers Group Invest	1760 135th Place NE	20,066
2	136th Parkplace LLC	1780 136th Place NE	46,775	45	Mayers Group Invest	1611 136th Place NE	182,243
3	136th Parkplace LLC	1802 136th Place NE	40,621	46	Mayers Group Invest	1645 136th Place NE	25,497
4	1603 133rd Place NE Property	13280 NE Spring Blvd	57,834	47	Mercer Island Real Estate V	1408 130th Avenue NE	49,036
5	1700 132nd LLC	1700 132nd Avenue NE	51,432	48	Mountvue Place LLC	14508 NE 20th Street	203,425
6	1750 132nd LLC	1750 132nd Avenue NE	29,733	49	MRM	1820 130th Avenue NE	116,413
7	520 Bellevue II LLC	14404 NE 20th Street	124,076	50	MRM	1850 130th Avenue NE	59,889
8	520 Bellevue II LLC	14408 NE 20th Street	78,854	51	MRM	1803 130th Avenue NE	58,367
9	Alco Spring District	1500 124th Avenue NE	139,414	52	MRM	1950 130th Avenue NE	16,000
10	Bel Red Design Center LLC	13500 NE Bel Red Road	106,975	53	MRM	1960 130th Avenue NE	19,600
11	Bel Red South LLC	13212 Bel Red Road	50,209	54	MRM Redmond	2475 140th Avenue NE	395,089
12	Bel Red South LLC	1515 134th Avenue NE	16,991	55	N124 Holdings LLC	2100 124th Avenue NE	43,124
13	Bel Red South LLC	1400 132nd Avenue NE	22,521	56	N124 Holdings LLC	2020 124th Avenue NE	39,948
14	Bel Red South LLC	13310 Bel Red Road	70,707	57	N124 Holdings LLC	2000 124th Avenue NE	40,401
15	Bel Red South LLC	1405 134th Avenue NE	19,460	58	N124 Holdings LLC	1940 124th Avenue NE	40,750
16	Bel Red South LLC	13210 Bel Red Road	8,385	59	Nash Holland Chambers	1831 130th Avenue NE	44,782
17	Bell 134th LLC	1509 134th Avenue NE	15,625	60	Nash Holland Northup	12863 Northup Way	101,139
18	Cadman Inc	1605 130th Avenue NE	402,588	61	Northup Center LLC	12121 Northup Way	93,916
19	Cameron Center	1813 130th Avenue NE	25,788	62	Northup Center LLC	12031 Northup Way	43,784
20	Cameron Center	1809 130th Avenue NE	16,504	63	Northup Center LLC	12021 Northup Way	42,282
21	Cameron Center	1811 130th Avenue NE	15,393	64	OB Northup Properties LLC	13421 NE 20th Street	54,435
22	CLPF 1422 130th Ave NE LLC	1424 130th Avenue NE	67,166	65	OB Northup Properties LLC	13419 NE 20th Street	48,654
23	CLPF 1422 130th Ave NE LLC	1422 130th Avenue NE	20,857	66	OB Northup Properties LLC	13411 NE 20th Street	20,803
24	Evans Company	1431 130th Avenue NE	68,791	67	OB Northup Properties LLC	13283 NE 20th Street	24,934
25	Evans Company	1508 128th Place NE	16,320	68	OB Northup Properties LLC	13235 NE 20th Street	24,934
26	Evans Company	1503 128th Place NE	62,951	69	OB Northup Properties LLC	13263 NE 20th Street	92,400
27	Evans Company	12702 NE 15th Place	143,218	70	OB Northup Properties LLC	13219 NE 20th Street	39,404
28	Evans Company	12824 NE 14th Place	14,040	71	OB Northup Properties LLC	13285 NE 20th Street	29,250
29	Evans Company	12832 NE 14th Place	14,625	72	Par 5 Heritage Center	13427 NE Spring Blvd	116,060
30	Evans Company	1455 130th Ave NE	25,515	73	PBNK Development	1705 132nd Avenue NE	102,439
31	Evans Company	12831 NE 14th Place	41,458	74	Propet USA	13429 NE 20th Street	82,546
32	Evans Company	1429 130th Ave NE	17,845	75	Propet USA	13431 NE 20th Street	81,546
33	Evans Company	12730 NE Bel Red Road	82,695	76	Propet USA	13433 NE 20th Street	42,488
34	Evans Company	2255 140th Avenue NE	106,264	77	Propet USA	1805 136th Place NE	36,234
35	Evans Company	2205 140th Avenue NE	88,746	78	Radiance Tower	1801 130th Avenue NE	28,235
36	Evans Company	2208 136th Place NE	74,382	79	Reep-LP Bellevue Station JV	1525 132nd Avenue NE	78,616
37	Evans Company	2350 136th Place NE	88,905	80	Sabey Properties	1807 130th Avenue NE	36,100
38	Evans Company	12775 NE Spring Blvd	78,351	81	Seattle Investment Properties LLC	13817 NE 20th Street	70,042
39	Evergreen Building Partners LLC	1721 132nd Avenue NE	50,560	82	Seattle Investment Properties LLC	1709 139th Place NE	45,302
40	Mayers Group Invest	13356 NE Spring Blvd	38,790	83	Stellar	13013 NE 20th Avenue NE	25,700
41	Mayers Group Invest	1703 135th Place NE	32,668	84	Vulcan	13238 NE Spring Blvd	56,916
42	Mayers Group Invest	1605 135th Place NE	62,470	85	WTM Property LLC	13201 NE Spring Blvd	118,851
43	Mayers Group Invest	1737 135th Place NE	34,500				
					TOTAL	5,516,642	

From: [Rousseau, Gwen](#)
To: [Charlie Bauman](#); [King, Emil A.](#); [Johnson, Thara](#)
Subject: RE: Bel-Red Polices
Date: Tuesday, February 27, 2024 8:15:00 AM
Attachments: [image001.png](#)

Hi Charlie,

Verbatim comments received on Engaging Bellevue and at recent events will be provided to Planning Commission at their first meeting in March. Community feedback has been and will continue to be summarized in both the agenda memos and presentations to Boards and Commissions as they review and make recommendations on the policies.

Please note that all policies in Volume 1 of the Comprehensive Plan apply citywide. One objective of the BelRed Look Forward is to streamline the plan by removing policies from the subarea plan that apply citywide. This avoids redundancy which could lead to inconsistency over time.

The Community Development and Development Services workplan includes an update of the Critical Areas Code in 2025.

Thank you,
Gwen

From: Charlie Bauman <charlie@guntowercapital.com>
Sent: Friday, February 16, 2024 12:38 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>
Subject: RE: Bel-Red Polices

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Hey there – I have posted a number of comments on policies and land use designations to the interactive map, please let me know if you want me to submit those in a different format. But I do want to emphasize one Bel-Red policy change that I think is very important to set us up for success in the forthcoming critical area ordinance drafting.

For consistency, the Bel-Red subarea plan should add a policy that contains language from CL-97 in the Comp Plan Policies, where it states, "... **allow for a site specific or programmatic critical areas study to provide a science based approach to development that will achieve an equal or better result for the critical area functions.**"

This is essential language to set the stage for the changes that will be coming in the critical area ordinance. We need to preserve the flexibility to assess the impacts and mitigations of critical areas on a site-by-site basis, and this should be based on "best available science" rather than prescriptive standards.

There is much more discussion to come over the next couple years on the best way for sites to mitigate critical areas on site while still being feasible to develop. Adding the above language to the Bel-Red policies is a good first step to allow this conversation to happen.

Thanks!

Charlie Bauman
425-802-3352

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Thursday, January 11, 2024 5:04 PM
To: Charlie Bauman <charlie@guntowercapital.com>
Cc: King, Emil A. <EAKing@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>
Subject: RE: Bel-Red FEIS - 1/4 mile station walkshed

Happy New Year Charlie!

Staff are looking at broadening the land use designations for the Comprehensive Plan (including the BelRed Subarea Plan) to allow for more flexibility going forward where instead of having two land use designations for the 130th node – H-1 and H-2, the area would have one broader designation for residential/commercial mixed use highrise development.

We'll be posting draft policy moves and draft future land use maps on [Engaging Bellevue](#) next week and holding an Open House at Jing Mei Elementary on Saturday, January 20 from 10 am to 1 pm. (Please note the location change to Jing Mei.)

Comprehensive Plan Land Use designations will be brought before the Planning Commission for discussion during their February meetings. Recommendations for zoning classifications in BelRed would be brought forward to the Planning Commission later in 2024/early 2025 after adoption of the Comprehensive Plan.

Hope to see you at the Open House or at one of the upcoming Commission meetings. Please let me know if you have any questions.

Thank you,
Gwen

From: Charlie Bauman <charlie@guntowercapital.com>

Sent: Monday, January 8, 2024 12:27 PM

To: King, Emil A. <EKing@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>; Johnson, Thara <TJJohnson@bellevuewa.gov>

Subject: Bel-Red FEIS - 1/4 mile station walkshed

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

Happy New Year Emil, Gwen and Thara! I wanted to reach out to check in and keep the 130th station area map fresh in your minds as you wrap up the FEIS.

I'm circling back on the goal to have the final Comp Plan map show the RC-H-2 designation (the higher 25 story zoning) within at least ¼ mile of the 130th station. I believe this should be the ultimate outcome for a number of reasons:

1. Maximizing density around the light rail station is the best way to take advantage of the light rail infrastructure and provide for much needed housing
2. RC-H-2 will provide for an increase in height and FAR over the existing designation. RC-H-1 is essentially the same as what exists today (+/- 4FAR and 150ft in height). Current zoning hasn't resulted in ample housing even during an historically favorable development cycle. The new zoning should provide further flexibility and density to incentivize redevelopment.
3. Many of the parcels within ¼ mile of the station are encumbered by critical areas, which will naturally constrain developable area. The RC-H-2 will provide much more flexibility for these sites to best utilize the developable land.
4. Likewise, the ultimate street grid buildout greatly constrains redevelopment within Bel-Red. Yet another good reason for added zoning height/density and flexibility of form factor.
5. The ¼ mile walkshed is even less than the ½ mile walkshed being proposed under draft HB 2160.

Below is a map showing the ¼ mile walkshed around the 130th station. The highlighted and numbered parcels are the parcels owned by members of the Bel-Red stakeholder group, with whom you met a couple months ago. You can see that ¼ mile radius predominantly covers (near 70% of total area) stakeholder member's properties. This is over 125 acres of land that can be redeveloped into thousands of units of new affordable and market rate housing.

I'd love to hear any updates on your thinking regarding this as you dial in your recommendations for the final land use map.

Thank you!!



Charlie Bauman
Guntower Capital
charlie@guntowercapital.com
425-802-3352

From: wei@winsoninvestment.com
To: [PlanningCommission](#)
Cc: [Rousseau, Gwen](#); [Johnson, Thara](#)
Subject: RE: proposed change of the zoning area in FEIS
Date: Thursday, February 22, 2024 6:35:46 AM
Attachments: [image001.png](#)

Some people who received this message don't often get email from wei@winsoninvestment.com. [Learn why this is important](#)

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

Hello all,

Just a quick checking in to see if you got my previous email, let me know if there is any issue receiving it, thank you!

Wei

From: wei@winsoninvestment.com
Sent: Saturday, February 17, 2024 6:10 PM
To: PlanningCommission@bellevuewa.gov
Cc: [Rousseau, Gwen <GRousseau@bellevuewa.gov>](mailto:GRousseau@bellevuewa.gov); [Johnson, Thara <TMJohnson@bellevuewa.gov>](mailto:TMJohnson@bellevuewa.gov)
Subject: proposed change of the zoning area in FEIS

Dear members of the planning commission,

First of all, thank you all for working diligently on the Bellevue 2044 Plan, which defines our crucial Urban Centers in the next twenty year. After reviewed the FEIS document, I would like to suggest a change in the Future Land Use plan in the FEIS. Before I had chance to meet with city planners in charge, Gwen and Thara to discuss the issue, they both fully understand the content of my proposal. Here is a summary of the proposed change, please review with the attached plan diagram.

The accompanying PDF includes a legend that visually represents our proposal:

1. The area **outlined in red** signifies the proposed change from the current FEIS **BR-MU-M** zone to the **BR-RC-H-1** zone. (this is our proposed change)
2. The **blue-outlined area** indicates the car dealership, which is planned to remain for the long term. (*No proposed changes from me at this point, it is up to the city to decide.*)
3. The **yellow-outlined area** represents the Safeway Plaza, which is also intended for long-term use and is currently optimized for its purpose. (*No proposed changes from me at this point, it is up to the city to decide.*)

Below is the rationale for the proposed change:

1. **Cross street zoning change makes more sense for shadowing and impact from southside Highrise buildings.** This principle seems align with numerous zone changes outlined in the FEIS plan. Our property (outlined in red dashes in the drawing) faces direct shadowing impacts from both the south and west sides. The proposed change would unify the zoning for both the south and north portions into the same high-rise zone.
2. **Importance of streetscape of the 136th PL NE:** The streetscape along 136th PL NE is of paramount importance. With Highrise buildings on both the west and south sides of the proposed area (outlined in red dashed area in the drawing), I believe the proposed change would create a more balanced street view, enhancing the overall streetscape. Additionally, both sides of 136th Place NE feature well-maintained, landscaped sidewalks within a half-mile walking distance from the 130th ST station, underscoring the need for equitable treatment.
3. **Consideration of property use informs the proposed zoning boundary:** While some properties have long lease terms and their current use remains optimal for an extended period, on the other hand, our property (within the red dashed area) has a lease set to terminate in 2028, necessitating redevelopment.
4. **Unique neighborhood:** The presence of a creek running through the proposed change area (red dashed area) and its neighboring properties in the south adds to the unique character of the neighborhood. Accepting the proposed change would result in both properties north and south of the creek forming a distinct neighborhood with the same high-rise zoning.

Thank you once again for your time and consideration. Please do not hesitate to reach out if you would like to delve further into this matter.

Best regards,

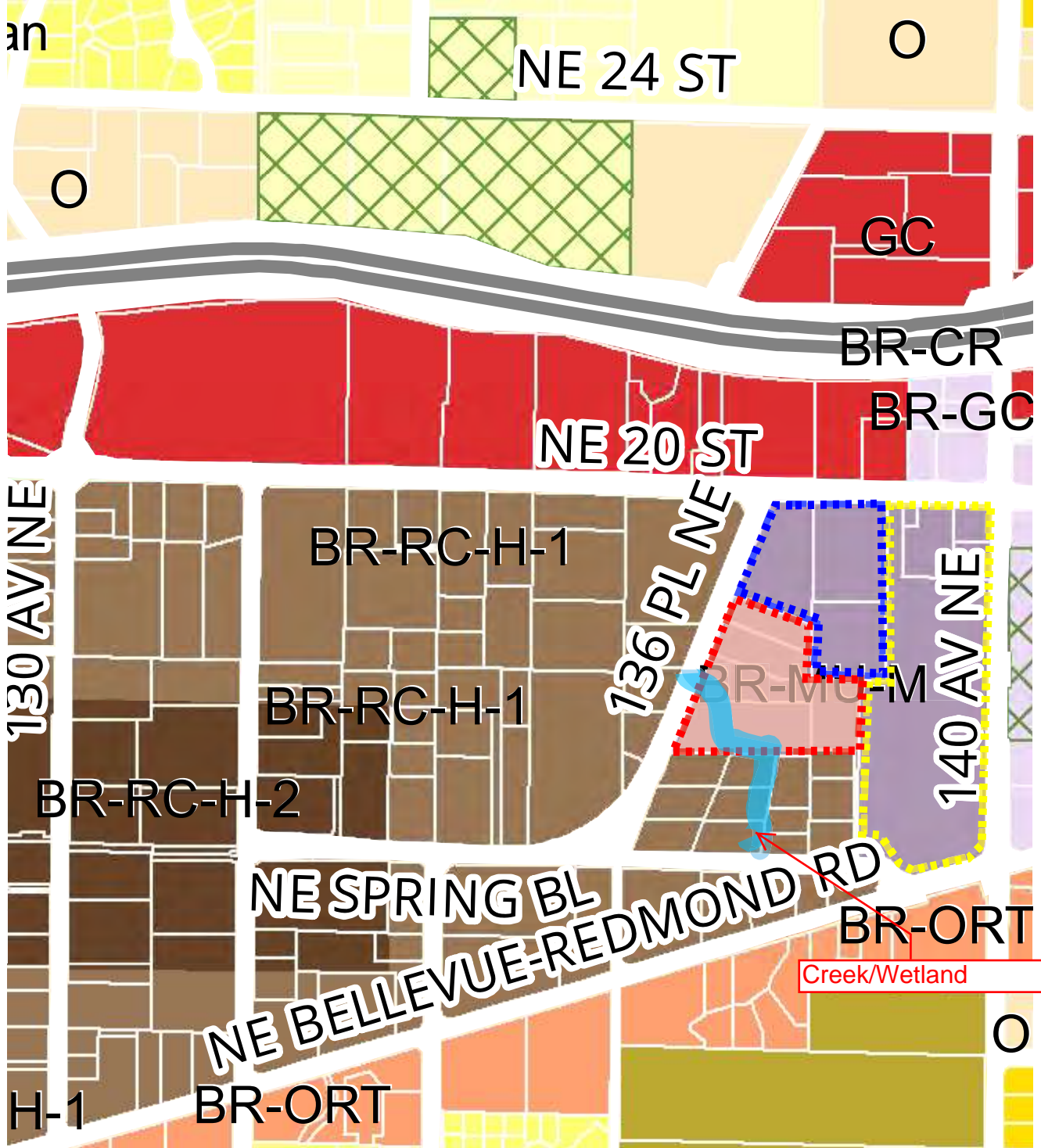
Wei Zhang

t: +1 425 732 2530

a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com





LEGEND



Car Dealers (long term stay)



Proposed change to BR-RC-H-1



Safeway Shopping Plaza
(Long term stay)





Bellevue City Council
450 110th Ave. NE
Bellevue, WA 98004

February 22, 2024

RE: 2024-2044 Comprehensive Plan Periodic Update and Wilburton Vision Implementation Final Environmental Impact Statement (FEIS) – Intersection delays

Dear Councilmembers,

We are deeply concerned about the traffic impacts that are projected to occur in the Wilburton/Comprehensive Plan FEIS under the Preferred Alternative both under a full-build out and under the 2044 growth scenario.

Even more alarming is that the City does not propose appropriate or meaningful traffic mitigation and capacity improvements that would accommodate the significant growth and travel demand projected in the City's modeling. The traffic congestion increases that would be incurred, as outlined in Chapter 11 and Appendix K of the FEIS, are stunning, contrary to the City's commitment in policy TR-2 to reduce traffic congestion, and should be carefully considered.

To be clear, our interest is not just to have a healthy downtown and a healthy Bellevue Collection. We are here for a better Bellevue as a whole. This plan, which contains a disconnect between intended density zoning and the road capacity necessary to support it, will not result in a better Bellevue, but a gridlocked Bellevue. This is a recipe for ongoing frustration and anger on the part of the people who live and work here.

Under the Preferred Alternative with a 2044 growth forecast, 16 identified intersections will not meet their performance target, and with full build-out – that number increases to 70. These are intersections projected to have such high volumes of traffic exceeding the available capacity to carry it that the numbers are barely comprehensible within typical traffic engineering formulas.

To better understand what people would experience in terms of travel delays under the Preferred Alternative in both scenarios, we worked with our transportation engineers to convert volume/capacity (V/C) ratios to average delay time and have included that chart at the end of this letter.

For example, under the Preferred Alternative with a 2044 growth scenario, the v/c ratio shows that drivers would experience an average 4 minute and 44 second delay at 124th Ave. and Northup Way, which is *14 times* the amount of delay they experience in existing (2019) conditions. With full build-out, drivers would spend an average 18 minutes and 15 seconds in delay at that intersection, which is *54 times* the amount of delay they experience today.

At 148th Ave. NE and Bel-Red Road, under the 2044 growth scenario, drivers would experience an average 2 minutes and 37 seconds of delay, which is almost *double* the amount of delay they experience today. Under the full-build out scenario, drivers would experience an even higher average of 9 minutes and 49 seconds delayed at this intersection, which is *7 times* the amount of delay they experience today. Whether you're looking at the Preferred Alternative under a 2044 growth scenario or full build-out, this amount of individual and cumulative delay is unacceptable.

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KEMPER DEVELOPMENT COMPANY PO Box 908 Bellevue, WA 98009 425-646-3660 www.bellevuecollection.com



Projected delays are most shocking at 116th Ave. NE and NE 12th, where drivers would spend 6 and a half minutes, or *12 times*, the delay they experience today. Under the full build-out scenario, that amount increases to 1 hour and 45 minutes in gridlock at that intersection, which is *198 times* the amount of delay they experience today. This intersection is a few hundred feet from the entrance to Overlake Medical Center and Seattle Children's. This kind of delay is inconceivable. No one will tolerate waiting that long on a daily basis.

Notably, Bel-Red Road, Northup Way and 116th are targeted for road diets in the Bike Bellevue plan, which proposes replacing driving lanes with bike lanes. Bike Bellevue is not accounted for in the FEIS, and if passed, would worsen these already difficult traffic conditions, all to increase bike mode share by 0.1% (from 0.8% to 0.9%).

These are average delays, so many drivers will experience much longer delays. The queues from these study intersections will also impact travel by blocking other intersections and driveways. These delays will impact buses as well as private vehicles and make it difficult and dangerous for pedestrians trying to cross obstructed intersections.

It is difficult to see how any policymaker would consider such dismal results a preferred alternative. The FEIS projects that citywide vehicle miles traveled will continue to increase and that drive-alone and carpool volumes will remain the highest share of all trips, yet provides no support or recommendations for capacity improvements and congestion relief as a major mitigation measure, relegating capacity solutions to being a "last resort." Instead, the FEIS transportation mitigation analysis communicates one overarching message, which is, "Don't drive." This is not mitigation.

The FEIS also fails to mention the probable negative impacts of failing to maintain an attractive level of vehicular mobility. Usually, models re-distribute the forecast trips across the network. In reality, people and businesses relocate to places with better access and less congestion, especially if the horizon year is far in the future and if there are competing cities with lower taxes and more responsive government.

The reality is that these traffic conditions do not support livability in Bellevue. People who drive will choose to divert to other roads, and upon finding that those intersections are gridlocked too, will find a way to simply not come to Bellevue at all. People will not live, work or shop in these conditions.

Please urge staff to produce a serious and rational plan to accommodate growth and vehicular trips, regardless of which growth alternative is selected.

Sincerely,

Mariya Frost
Director of Transportation
Kemper Development Company

Att: Vehicle Network Performance – System Intersection Performance – KDC analysis

Vehicle Network Performance - System Intersections - Preferred Alternative

Total System Intersections

Table 11-34 of FEIS: https://bellevuewa.gov/sites/default/files/media/pdf_document/2024/22-116423-LE%20Final%20Impact%20Statement%20BellevueFEIS_2024-01-23%20%281%29.pdf

Performance Management Area and Performance Target	Intersections That Would Not Meet Target Under Preferred Alternative	V/C 2019		V/C Preferred Alternative	Delay 2019 (seconds)	Delay No Action (seconds)	Delay Preferred Alternative (seconds)		Delay % Change (2019 to PA)	Delay % Change (NA to PA)	Delay Preferred Alternative (Hr:Min:Sec)
		Base Year (MIP)	V/C No Action				Preferred	Alternative			
Type 1 PMA (Performance Target V/C = 1.00)	100th Ave. NE & NE 8th St.	0.80	0.97	1.06	32	82	125	291%	53%	0:02:05	
	Bellevue Way NE & NE 12th St.	0.71	1.02	1.04	23	104	114	388%	10%	0:01:54	
	Bellevue Way & Main St.	0.93	0.99	1.11	67	90	157	132%	74%	0:02:37	
	108th Ave. NE & NE 4th St.	0.79	0.86	1.04	31	48	114	269%	140%	0:01:54	
	112th Ave. NE & NE 12th St.	0.75	1.05	1.35	27	119	421	1463%	252%	0:07:01	
	112th Ave. NE & NE 8th St.	1.00	1.23	1.56	95	262	897	848%	243%	0:14:57	
	112th Ave. & Main St.	0.98	0.99	1.26	86	90	296	244%	228%	0:04:56	
	110th Ave. NE & NE 8th St.		0.94	1.10	2	71	150		111%	0:02:30	
	112th Ave. NE & NE 10th St.		1.12	1.48	2	164	679		315%	0:11:19	
	116th Ave. NE & NE 12th St.	0.80	1.32	2.24	32	375	6336	19699%	1590%	1:45:36	
	120th Ave. NE & NE 12th St.	0.57	0.82	1.02	14	39	104	658%	168%	0:01:44	
	124th Ave. NE & Bel-Red Rd.	0.82	0.95	1.34	39	74	405	945%	445%	0:06:45	
	130th Ave. NE & Bel-Red Rd.	0.57	0.75	1.03	14	27	109	694%	304%	0:01:49	
	140th Ave. NE & NE 20th St.	0.71	0.79	1.05	23	31	119	411%	286%	0:01:59	
	140th Ave. NE & Bel-Red Rd.	0.79	0.89	1.22	31	55	251	711%	354%	0:04:11	
	148th Ave. NE & NE 20th St.	0.93	1.00	1.18	67	95	212	215%	124%	0:03:32	
	148th Ave. NE & Bel-Red Rd.	0.98	1.13	1.44	86	171	589	585%	244%	0:09:49	
	156th Ave. NE & NE 24th St.	0.83	0.87	1.16	41	50	195	377%	289%	0:03:15	
	130th Ave. NE & Northup Way	0.60	0.76	1.14	15	28	179	1058%	540%	0:02:59	
	148th Ave. NE & NE 24th St.	0.92	0.98	1.22	64	86	251	291%	192%	0:04:11	
	124th Ave. NE & Northup Way	0.67	1.23	1.62	20	262	1095	5330%	319%	0:18:15	
	132nd Ave. NE & Bel-Red Rd.		0.88	1.17	2	53	203		287%	0:03:23	
	134th Ave. NE & Bel-Red Rd.		0.71	1.01	2	23	99		324%	0:01:39	
	156th Ave. NE & Northup Way	0.85	0.82	1.16	45	39	195	331%	402%	0:03:15	
	116th Ave. NE & NE 8th St.	0.73	0.87	1.32	25	50	375	1394%	650%	0:06:15	
	116th Ave. & Main St.	0.65	0.78	1.03	19	30	109	482%	264%	0:01:49	
	118th Ave. SE & SE 8th St.	1.02	0.89	1.27	104	55	308	196%	456%	0:05:08	
	116th Ave. SE & SE 1st St.	0.85	1.15	1.30	45	187	347	667%	86%	0:05:47	
	116th Ave. NE & NE 4th St.	0.92	1.00	1.48	64	95	679	958%	618%	0:11:19	
	1-405 SB Ramps & SE 8th St.	0.66	0.77	1.10	19	29	150	671%	419%	0:02:30	
	120th Ave. NE & NE 8th St.	0.62	0.74	1.06	17	26	125	649%	381%	0:02:05	
	NE 1st St. & Main St.		0.64	1.05	2	18	119		563%	0:01:59	
	Lk Hills Connector & SE 7th Pl.	1.03	1.02	1.42	109	104	547	403%	427%	0:09:07	
	116th Ave. NE & NE 6th St.		0.74	1.26	2	26	296		1036%	0:04:56	
	Type 2 PMA (Performance Target V/C = 0.90)	156th Ave. NE & NE 8th St.	0.75	0.77	1.31	27	29	361	1239%	1148%	0:06:01
		164th Ave. NE & Northup Way	0.74	0.73	1.03	26	25	109	319%	334%	0:01:49
		164th Ave. NE & NE 8th St.	0.68	0.70	1.23	21	23	262	1149%	1061%	0:04:22
		150th Ave. SE & SE Eastgate Way	1.01	0.81	0.97	99	37	82	-17%	122%	0:01:22
		142nd Ave. SE & SE 36th St.	0.89	0.92	1.33	55	64	390	605%	507%	0:06:30
		Richards Rd. & SE 26th (Kamber Rd.)	0.81	0.77	0.99	37	29	90	145%	212%	0:01:30
		150th Ave. SE & SE 38th St.	0.80	0.75	1.09	32	27	143	348%	432%	0:02:23
		Coal Creek Pkwy & Forest Dr.	0.86	0.82	0.93	48	39	67	42%	74%	0:01:07
		Richards Rd. & SE Eastgate Way	0.79	0.70	0.93	31	23	67	118%	199%	0:01:07
		Factoria Blvd. SE & SE Newport Way	0.77	0.74	0.93	29	26	67	134%	159%	0:01:07
		Factoria Blvd. SE & Coal Creek Pkwy	0.73	0.69	1.03	25	22	109	334%	401%	0:01:49
		Factoria Blvd. SE & SE 36th St. (I-90 EB Off-ramp)	0.88	0.81	1.11	53	37	157	198%	325%	0:02:37
		I-405 NB Ramps & Coal Creek Pkwy	0.71	0.72	0.94	23	24	71	203%	193%	0:01:11
		I-405 SB Ramps & Coal Creek Pkwy	0.81	1.13	1.31	37	171	361	879%	111%	0:06:01
Factoria Blvd. SE & SE 38th St.		0.85	0.73	0.92	45	25	64	42%	156%	0:01:04	
124th Ave. SE & Coal Creek Pkwy		0.74	0.75	0.97	26	27	82	215%	204%	0:01:22	
Type 3 PMA (Performance Target V/C = 0.85)		112th Ave. SE & Bellevue Way SE	0.77	1.00	1.11	29	95	157	442%	66%	0:02:37
		124th Ave. NE & NE 8th St.	0.53	0.79	1.07	12	31	131	1022%	323%	0:02:11
	140th Ave. NE & NE 8th St.	0.79	0.81	1.18	31	37	212	586%	476%	0:03:32	
	140th Ave. SE & SE 8th St.	0.82	0.87	1.16	39	50	195	402%	289%	0:03:15	
	148th Ave. NE & NE 8th St.	0.99	0.96	1.33	90	78	390	332%	399%	0:06:30	
	148th Ave. & Main St.	0.95	0.95	1.18	74	74	212	185%	185%	0:03:32	
	148th Ave. SE & Lake Hills Blvd.	0.97	0.86	0.95	82	48	74	-9%	56%	0:01:14	
	148th Ave. SE & SE 16th St.	0.88	0.86	0.97	53	48	82	56%	72%	0:01:22	
	140th Ave. NE & NE 24th St.	0.84	0.79	1.15	43	31	187	334%	503%	0:03:07	
	148th Ave. SE & SE 8th St.	0.79	0.78	1.03	31	30	109	252%	264%	0:01:49	
	164th Ave. NE & NE 24th St.	0.69	0.65	0.97	22	19	82	277%	338%	0:01:22	
	SE Allen Rd./Somerset Blvd. & SE Newport Way	0.63	0.60	1.00	17	15	95	445%	513%	0:01:35	
	116th Ave. NE & Northup Way	0.73	0.79	1.06	25	31	125	398%	304%	0:02:05	
	115th Pl. NE & Northup Way	0.95	1.00	1.17	74	95	203	173%	115%	0:03:23	
	150th Ave. SE & SE Newport Way	0.89	0.73	1.19	55	25	221	300%	782%	0:03:41	
	Richards Rd. & Lake Hills Connector	0.66	0.69	1.02	19	22	104	435%	378%	0:01:44	
	148th Ave. NE & NE 29th Pl.	0.83	0.72	0.87	41	24	50	23%	107%	0:00:50	
	164th Ave. SE & Lakemont Blvd.	0.62	0.71	1.01	17	23	99	494%	324%	0:01:39	
	148th Ave. SE & SE 22nd St.		0.86	1.07	2	48	131		175%	0:02:11	
	Coal Creek Pkwy & SE 60th St.		0.72	0.90	2	24	58		140%	0:00:58	
	10th Ave. SE & Bellevue Way SE		0.79	1.05	2	31	119		286%	0:01:59	

Vehicle Network Performance - System Intersections - Preferred Alternative with 2044 Growth Forecast

Total System Intersections Table 8, Appendix K

Performance Management Area and Performance Target	Intersections That Would Not Meet Target Under Preferred Alternative - 2044 Growth	V/C 2019 Base Year		V/C Preferred Alternative & Delay 2019		Delay No Action (seconds)	Delay Preferred Alternative & 2044 Growth (seconds)	Delay % Change (2019 to PA)	Delay % Change (NA to PA)	Delay Preferred Alternative & 2044 Growth (Hr:Min:Sec)
		(MIP)	V/C No Action	2044 Growth	(seconds)					
Type 1 PMA (Performance Target V/C = 1.00)	112th Ave. NE & NE 8th St.	1.00	1.23	1.04	95	262	114	21%	-56%	0:01:54
	112th Ave. NE & NE 10th St.		1.12	1.06	2	164	125		-24%	0:02:05
	116th Ave. NE & NE 12th St.	0.80	1.32	1.33	32	375	390	1118%	4%	0:06:30
	148th Ave. NE & NE 20th St.	0.93	1.00	1.02	67	95	104	54%	10%	0:01:44
	148th Ave. NE & Bel-Red Rd.	0.98	1.13	1.11	86	171	157	82%	-8%	0:02:37
	124th Ave. NE & Northup Way	0.67	1.23	1.25	20	262	284	1307%	9%	0:04:44
	116th Ave. SE & SE 1st St.	0.85	1.15	1.13	45	187	171	278%	-8%	0:02:51
	116th Ave. NE & NE 4th St.	0.92	1.00	1.08	64	95	137	113%	45%	0:02:17
Type 2 PMA (Performance Target V/C = 0.90)	142nd Ave. SE & SE 36th St.	0.89	0.92	0.96	55	64	78	41%	22%	0:01:18
	I-405 SB Ramps & Coal Creek Pkwy	0.81	1.13	1.11	37	171	157	325%	-8%	0:02:37
Type 3 PMA (Performance Target V/C = 0.85)	112th Ave. SE & Bellevue Way SE	0.77	1.00	0.93	29	95	67	134%	-29%	0:01:07
	140th Ave. SE & SE 8th St.	0.82	0.87	0.88	39	50	53	36%	5%	0:00:53
	148th Ave. NE & NE 8th St.	0.99	0.96	0.94	90	78	71	-21%	-9%	0:01:11
	148th Ave. & Main St.	0.95	0.95	0.96	74	74	78	5%	5%	0:01:18
	148th Ave. SE & SE 16th St.	0.88	0.86	0.86	53	48	48	-10%	0%	0:00:48
	115th Pl. NE & Northup Way	0.95	1.00	1.00	74	95	95	27%	0%	0:01:35

From: [Rousseau, Gwen](#)
To: [Abigail Pearl DeWeese](#)
Cc: [Johnson, Thara](#)
Subject: RE: MU-M Designation
Date: Tuesday, March 5, 2024 6:05:00 AM

Hi Abbey,

Apologies for the delay in getting back to you. For all the -M designations, the assumed average achieved FAR analyzed was around 3.0 to 3.2, which is equivalent to the average achieved FAR we have witnessed in BelRed's nodal zones, which allow up to a maximum of 4.0 FAR. The 3.2 average is about 80% of what is allowed in BelRed. However, some variation existed across the city depending on the underlying zoning. For instance, if an area was zoned for NMU, the average achieved FAR was 2.5.

Similarly, we assumed:

- -H-1 designations would achieve an average FAR of about 4.0 or 80% of 5 FAR,
- -H-2 designations would achieve an average FAR of about 5.2 or 80% of 6.5 FAR, and
- -H-3 designations would achieve an average FAR of about 8.0 or 80% of 10.0 FAR.

Please let me know if you have any questions or need any additional information.

Thank you,
Gwen

From: Abigail Pearl DeWeese <abigail.deweese@hcmp.com>
Sent: Monday, March 4, 2024 9:22 AM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: MU-M Designation

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

Hi Gwen,

Could you confirm the FAR you studied in the EIS for the MU-M designation? I had in my notes that it was up to a 4.0, but I wanted to confirm. Thanks!

Abbey

Abigail Pearl DeWeese

Hillis Clark Martin & Peterson P.S.

999 Third Avenue | Suite 4600 | Seattle, WA 98104

d: 206.470.7651 | 206.623.1745 | f: 206.623.7789

abigail.pearl@hcmp.com | www.hcmp.com | [vCard](#) | [view my bio](#)

Confidentiality Notice:

This communication (including all attachments) is confidential and may be attorney-client privileged. It is intended only for the use of the individuals or entities named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately.

From: wei@winsoninvestment.com
To: [Rousseau, Gwen](#); [Johnson, Thara](#); [King, Emil A.](#)
Subject: RE: BelRed Land use
Date: Saturday, March 9, 2024 2:57:28 PM
Attachments: [image001.png](#)

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

Hi Gwen,

Thank you for presenting the modified city plan map incorporating our proposed zone change from the medium to high density. I was able to participate the meeting through ZOOM.

I would like to follow up on any updates on this plan map, and when this will be finalized.

Again thank you for all the efforts to helping us on this issue, and all the wonderful work to make this plan better!

Please keep me posted and let me know what next meeting is scheduled.

Best regards,

Wei Zhang
President

t: +1 425 732 2530

a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



From: wei@winsoninvestment.com
Sent: Tuesday, February 6, 2024 7:26 PM
To: [Rousseau, Gwen <GRousseau@bellevuewa.gov>](mailto:GRousseau@bellevuewa.gov); [Johnson, Thara <TMJohnson@bellevuewa.gov>](mailto:TMJohnson@bellevuewa.gov); [King, Emil A. <EAKing@bellevuewa.gov>](mailto:EAKing@bellevuewa.gov)
Subject: RE: BelRed Land use

Thank you, Gwen.

Please keep me informed of the progress.

Regards,

Wei Zhang
President

t: +1 425 732 2530

a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



From: Rousseau, Gwen <GRousseau@bellevuewa.gov>

Sent: Tuesday, February 6, 2024 8:50 AM

To: wei@winsoninvestment.com; Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>

Subject: RE: BelRed Land use

Thank you for sending, Wei!

Staff will review the documents you sent. The Planning Commission will be reviewing the proposed future land use designations in general at their meeting on February 14, and then reviewing the Future Land Use Map along with BelRed Land Use policies at their meeting on February 28. Please see the Planning Commission webpage at this [link](#) to learn more about how you can provide comment directly to the Planning Commission.

Thank you,
Gwen

From: wei@winsoninvestment.com <wei@winsoninvestment.com>

Sent: Monday, February 5, 2024 7:16 PM

To: Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>

Subject: RE: BelRed Land use

Importance: High

Some people who received this message don't often get email from wei@winsoninvestment.com. [Learn why this is important](#)

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

Dear Thara and Gwen,

I wanted to express my gratitude for you to meet with me today to discuss the land use proposal concerning my property in the Bel Red area.

Attached to this email, you will find the documents that were presented during our meeting for your reference. Revised to make it more clear.

The accompanying PDF includes a legend that visually represents the topics we covered. Here's a brief summary:

1. The area outlined in red signifies the proposed change from the current FEIS **BR-MU-M** zone to the **BR-RC-H-1** zone.
2. The blue-outlined area indicates the car dealership, which is planned to remain for the long term. *(No proposed changes from me at this point, it is up to the city to decide.)*
3. The yellow-outlined area represents the Safeway Plaza, which is also intended for long-term use and is currently optimized for its purpose. *(No proposed changes from me at this point, it is up to the city to decide.)*

Additionally, the attached Word document provides a detailed rationale for these proposed changes.

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Best regards,

Wei Zhang
President

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a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



From: Johnson, Thara <TMJohnson@bellevuewa.gov>

Sent: Wednesday, January 31, 2024 4:46 PM

To: Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>;
Rousseau, Gwen <GRousseau@bellevuewa.gov>; wei@winsoninvestment.com

Subject: RE: BelRed Land use

I'll reserve a conference room and update the invite.

-----Original Appointment-----

From: wei@winsoninvestment.com <wei@winsoninvestment.com> **On Behalf Of** Johnson, Thara
Sent: Wednesday, January 31, 2024 4:43 PM
To: King, Emil A.; Rousseau, Gwen; wei@winsoninvestment.com
Subject: FW: BelRed Land use
When: Monday, February 5, 2024 10:30 AM-11:00 AM (UTC-08:00) Pacific Time (US & Canada).
Where: Microsoft Teams Meeting

You don't often get email from wei@winsoninvestment.com. [Learn why this is important](#)

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

Hi Thara,

Is this in-person meeting or ZOOM call? I don't mind go to city having a in-person meeting if possible, as it will be easier to discuss drawings, etc.

Thank you!

Wei Zhang
President

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a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005
w: winsoninvestment.com



-----Original Appointment-----

From: Johnson, Thara <TMJohnson@bellevuewa.gov>
Sent: Wednesday, January 31, 2024 4:38 PM
To: Johnson, Thara; King, Emil A.; Rousseau, Gwen; wei@winsoninvestment.com
Subject: BelRed Land use
When: Monday, February 5, 2024 10:30 AM-11:00 AM (UTC-08:00) Pacific Time (US & Canada).
Where: Microsoft Teams Meeting

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March 13, 2024

City of Bellevue
Transportation Commission
450 110th Avenue NE
Bellevue, WA 98004

RE: March 14 Transportation Commission Meeting – Bel-Red Transportation Policies
Request to Maintain & Amend Policy S-BR-54

Commissioners,

Please retain Bel-Red Subarea Plan Policy S-BR-54 and amend it to clarify that the intent of the transportation element of the Bel-Red Subarea Plan is to both add new arterial capacity and maintain the capacity of the existing arterials.

Proposed policy language (new language is underlined):

S-BR-54 – Maintain existing arterials, and design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to citywide and regional travel demand.

The Transportation Department's stated rationale for eliminating S-BR-54 is "General design standards for arterials and local streets are provided in the citywide Transportation Design Manual...Bel-Red Street Development Standards are in the Land Use Code 20.25D.140." The TDM covers "how" to build arterials, whereas the Comprehensive Plan concerns "whether" and "why."

Staff have also noted that they believe this policy is redundant with TR-17, TR-18, and TR-24, all of which have to do with providing and accommodating multimodal options and complying with the ADA (TR-24). None of these policies direct for the development of *arterial improvements to serve travel demand generated by the Bel-Red Land Use Plan*. S-BR-54 is entirely unique in its direction to provide arterial improvements and connecting those needed improvements to planned growth.

Bellevue's multimodal transportation system depends heavily on the network of major arterials, minor arterials and collector arterials throughout the City. In the case of major arterials, like Bel-Red Road, NE 12th Street, 120th Ave. NE and 124th Ave. NE, their capacity impacts not just the local area, but the regional transportation network as well. Bel-Red lies at the confluence of the growth areas of both Bellevue and Redmond, and the Comp Plan Update's proposal to dramatically increase density in the Wilburton and Bel-Red makes the arterial system in these Subareas even more significant.

This is why Bellevue, for the last decade, and for decades to come, has and will continue to invest hundreds of millions of taxpayer dollars to pay for the expansion of arterial road improvements throughout Wilburton and Bel-Red. These new investments reflect the fact that the existing arterial system is inadequate, not that it is unnecessary.

As is evident from the arterial map and frequent transit map in the Comprehensive Plan (Map TR-2 and Map TR-4, included below), for a vibrant multimodal transportation system in the Bel-Red Subarea, and

one that serves the rest of the City and the region, it is essential that Bellevue continue to both expand the Bel-Red arterial system, and *maintain* the capacity that exists today.

The existing Comprehensive Plan and Bel-Red Subarea Plan support the concept of maintaining and expanding arterials in Bel-Red and throughout the City for the following reasons:

1. Support new development.

- S-BR-4 - Develop and implement a phased approach to new commercial development, so that transportation...infrastructure is in place or committed to serve the needs of growth...
- TR-50 – Provide an arterial system [to] support local and regional mobility and land use plans.
- S-BR-54 – Serve travel demand generated by the Bel-Red Land Use Plan.

2. Reduce traffic congestion, improve the travel experience and preserve mobility capacity.

- TR-2 – To aggressively plan, manage, and expand the transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.
- TR-52 – Classify city streets according to their function, so that needed mobility capacity may be preserved.
- TR-56 – Ensure that maintenance of the existing transportation system be given priority consideration.

3. Support the Frequent Transit Network.

- TR-78 – Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between Activity Centers.

4. Protect neighborhoods from traffic spillover impacts.

- The stated goal of the Bel-Red Subarea Plan Transportation Element is “To create a more complete, connected and well-balanced transportation system, while protecting neighborhoods from spillover traffic impacts...”
- S-BR-3 - Reduce and mitigate the...transportation spillover impacts of new development..

5. Serve citywide and regional travel demand.

- S-BR-54 – Serve travel demand generated by...citywide and regional travel demand.

As to the proposed amendment, it is evident from the context and other sections of the document that when drafting the original Subarea Plan, the Commission, Council and City staff saw maintaining Bel-Red’s existing arterial roads as a given. It still should be, but it has become apparent that the Comprehensive Plan needs to state it plainly.

Thank you for considering our comments.

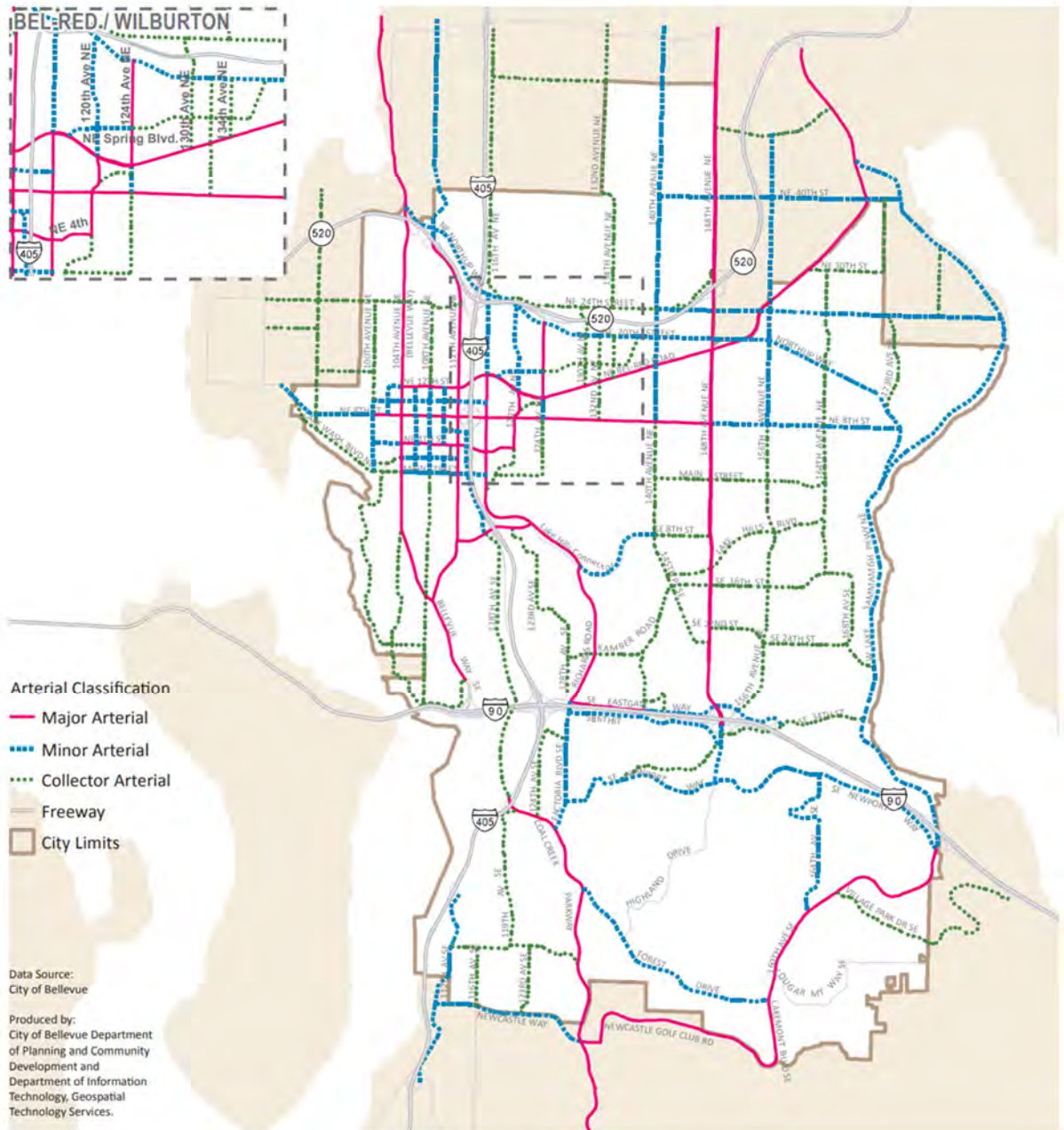
Sincerely,

Mariya Frost
Transportation Director
Kemper Development Company

Kevin Wallace
President
Wallace Properties, Inc.

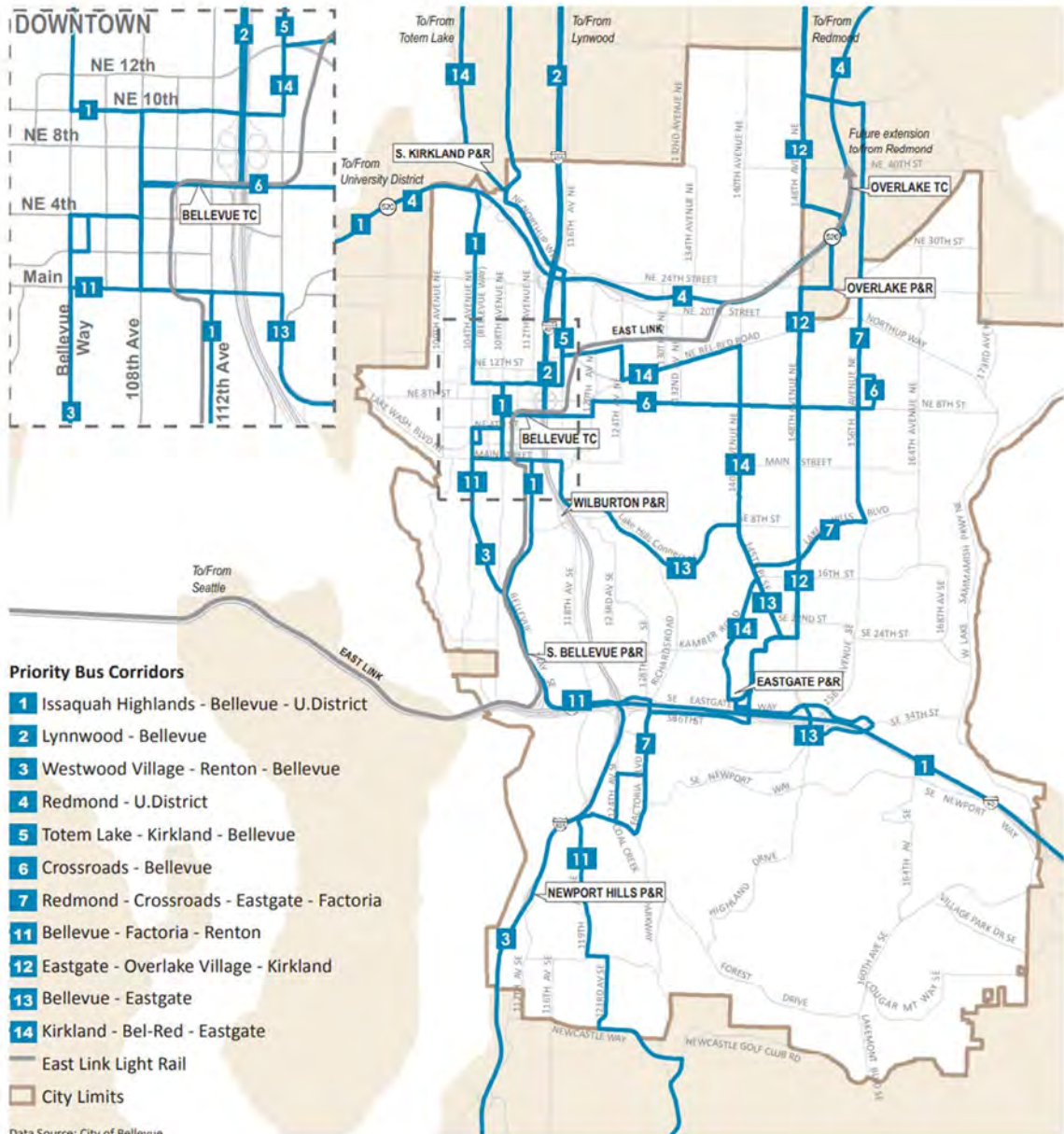
Map TR-2. Arterial Functional Classifications – Existing and Planned Arterials

This map shows the functional classifications of the arterial-street system in Bellevue. Refer to the Glossary for Functional Classification definitions.



Map TR-4. Frequent Transit Network Under 2030 Growing Resources Scenario

This map shows the network of frequent transit service routes that would exist under the 2030 Growing Resources Scenario as described in the [Bellevue 2014 Transit Master Plan](#). This scenario depicts Bellevue's goals for transit service in 2030 and is the basis for discussions with transit service providers. Numbers on routes refer to the city-designated corridors, not to bus routes.



From: [Rousseau, Gwen](#)
To: hwinskill@re-associates.com
Cc: [Johnson, Thara](#)
Subject: BelRed Street Grid
Date: Thursday, March 14, 2024 3:17:00 PM

Hi Hugh,

In response to your call and email, you can find a map of BelRed's required local streets in section [20.25D.140](#) of Bellevue's Land Use Code. Additionally, Appendix B of Bellevue's Transportation Design Manual contains the [BelRed Streetscape Plan](#), which provides more implementation guidance.

Please let me know if you have any questions or need any additional information.

Thank you,
Gwen

Gwen Rousseau, AICP

Pronouns: She/her

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

Note: My working hours are typically between 8:30AM – 5:30PM. My teleworking days are typically Tuesdays and Fridays.

Diversity, Inclusion and Belonging Drive Innovation

When we limit who can contribute, we in turn limit what problems we can solve.

- *Diversity* is having a seat at the table.
- *Inclusion* is having a voice.
- *Belonging* is having that voice be heard.

From: [McDonald, Kevin](#)
To: [Rousseau, Gwen](#)
Subject: FW: Comments for 3-14-2024 Transportation Committee meeting
Date: Thursday, March 14, 2024 5:14:54 PM
Attachments: [image001.png](#)

FYI



Kevin D McDonald, AICP
Principal Transportation Planner
425.452.4558

From: Charlie Bauman <charlie@gtcptl.com>
Sent: Thursday, March 14, 2024 5:12 PM
To: transportationcommission@bellevue.gov; McDonald, Kevin <KMcDonald@bellevuewa.gov>
Subject: Comments for 3-14-2024 Transportation Committee meeting

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

Hello – I am sending these comments related to tonight’s meeting. I will also be in person and will share these comments live. Thank you.

I would like to express concern over the future feasibility of the Bel-Red street grid. My concern comes on behalf of our 6-acre property north of the 130th light rail station that would lose nearly half its development capacity and become infeasible to build under the current Bel-Red street grid plan.

This is a concern shared by the Bel-Red Property Committee, which is a collection of landowners totaling more than 135 acres in Bel-Red, and who are disproportionately affected by the current grid plans.

In short, the existing Bel-Red street grid will never be built out in its entirety given that it cannibalizes individual sites, splits property lines, dead ends into critical areas and streams, and in many cases is impractical and not proportional to a development’s impact.

I thank staff for recognizing the issues with the current grid, and for making policy changes attempting to alleviate this, but I fear they do not go far enough, and numerous parcels will never redevelop, and any hope of a cohesive grid will be left unattained.

At best, we can expect a cobbled together grid, made up of half streets and dead-ending roads, that remain incomplete for the next 30 years.

At worst, countless parcels never redevelop because of the financial burden and infeasibility of the existing grid, and the admirable housing production goals of the Comp Plan are never realized.

As you work through the transportation policies, these impacts to development and housing

production caused by the existing Bel-Red street grid should be top of mind.

The policies should, at a minimum, recognize the constraints of the existing grid, and provide clear guidance that ample flexibility on a site-by-site basis will be needed. A start would be to remove the phrase “limited flexibility” from policy S-BR-81, and simply call for “flexibility.”

Better yet, the existing street-grid map should be removed, and replaced with clear goals on connectivity, block length standards, and other priorities that can be adapted in flexible ways to specific projects based on feasibility and site constraints.

Thank you.

Charlie Bauman

GT Capital

charlie@gtcptl.com

425-802-3352

From: wei@winsoninvestment.com
To: [Rousseau, Gwen](#); [Johnson, Thara](#)
Subject: RE: BelRed Land use
Date: Friday, March 15, 2024 2:05:34 PM
Attachments: [image001.png](#)

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

Hi Gwen, Thara,

I hope you're well! I'm following up on my previous request for the zoning map updates after the planning commission meeting on February 28th.

I'd really appreciate any new information or updates you can provide.

Thanks, and enjoy your weekend!

Wei Zhang
President

t: +1 425 732 2530

a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



From: wei@winsoninvestment.com
Sent: Saturday, March 9, 2024 2:57 PM
To: [Rousseau, Gwen <GRousseau@bellevuewa.gov>](mailto:GRousseau@bellevuewa.gov); [Johnson, Thara <TMJohnson@bellevuewa.gov>](mailto:TMJohnson@bellevuewa.gov); [King, Emil A. <EAKing@bellevuewa.gov>](mailto:EAKing@bellevuewa.gov)
Subject: RE: BelRed Land use

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Again thank you for all the efforts to helping us on this issue, and all the wonderful work to make this plan better!

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Best regards,

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President

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a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



From: wei@winsoninvestment.com

Sent: Tuesday, February 6, 2024 7:26 PM

To: Rousseau, Gwen <GRousseau@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>

Subject: RE: BelRed Land use

Thank you, Gwen.

Please keep me informed of the progress.

Regards,

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a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



From: Rousseau, Gwen <GRousseau@bellevuewa.gov>

Sent: Tuesday, February 6, 2024 8:50 AM

To: wei@winsoninvestment.com; Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>

Subject: RE: BelRed Land use

Thank you for sending, Wei!

Staff will review the documents you sent. The Planning Commission will be reviewing the proposed future land use designations in general at their meeting on February 14, and then reviewing the Future Land Use Map along with BelRed Land Use policies at their meeting on February 28. Please see the Planning Commission webpage at this [link](#) to learn more about how you can provide comment directly to the Planning Commission.

Thank you,
Gwen

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Sent: Monday, February 5, 2024 7:16 PM

To: Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>

Subject: RE: BelRed Land use

Importance: High

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The accompanying PDF includes a legend that visually represents the topics we covered. Here's a brief summary:

1. The area outlined in red signifies the proposed change from the current FEIS **BR-MU-M** zone to the **BR-RC-H-1** zone.
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Thank you once again for your time and consideration. Please do not hesitate to reach out if you would like to delve further into this matter.

Best regards,

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a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



From: Johnson, Thara <TMJohnson@bellevuewa.gov>

Sent: Wednesday, January 31, 2024 4:46 PM

To: Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>;
Rousseau, Gwen <GRousseau@bellevuewa.gov>; wei@winsoninvestment.com

Subject: RE: BelRed Land use

I'll reserve a conference room and update the invite.

-----Original Appointment-----

From: wei@winsoninvestment.com <wei@winsoninvestment.com> **On Behalf Of** Johnson, Thara

Sent: Wednesday, January 31, 2024 4:43 PM

To: King, Emil A.; Rousseau, Gwen; wei@winsoninvestment.com

Subject: FW: BelRed Land use

When: Monday, February 5, 2024 10:30 AM-11:00 AM (UTC-08:00) Pacific Time (US & Canada).

Where: Microsoft Teams Meeting

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Hi Thara,

Is this in-person meeting or ZOOM call? I don't mind go to city having a in-person meeting if possible, as it will be easier to discuss drawings, etc.

Thank you!

Wei Zhang
President

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a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



-----Original Appointment-----

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Sent: Wednesday, January 31, 2024 4:38 PM

To: Johnson, Thara; King, Emil A.; Rousseau, Gwen; wei@winsoninvestment.com

Subject: BelRed Land use

When: Monday, February 5, 2024 10:30 AM-11:00 AM (UTC-08:00) Pacific Time (US & Canada).

Where: Microsoft Teams Meeting

Microsoft Teams meeting

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Meeting ID: 279 517 550 778

Passcode: ykhiRz

[Download Teams](#) | [Join on the web](#)

Or call in (audio only)

[+1 206-452-7011,424893532#](tel:+12064527011,424893532#) United States, Seattle

Phone Conference ID: 424 893 532#

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[Learn More](#) | [Meeting options](#)

From: [Rousseau, Gwen](#)
To: [Thang Nguyen](#)
Subject: RE: BelRed Subarea Plan Comp Plan Amendment
Date: Tuesday, March 19, 2024 1:28:00 PM

Hi Thang,

The land use changes for BelRed are those that were proposed as part of the City's Comprehensive Plan update. You can also see the preferred alternative studied in the environmental review here: [Future Land Use Maps - FEIS 0.pdf \(bellevuewa.gov\)](#), and the entire FEIS can be found here: [Bellevue 2044 Environmental Review | City of Bellevue \(bellevuewa.gov\)](#).

The most recent staff recommended Future Land Use map was published as part of the Planning Commission packet on 2/28 here: [24-215 - B. Future Land Use Map \(legistar.com\)](#)

Please let me know if you have any questions or need any additional information.

Hope you are enjoying the lovely weather too!

Gwen

From: Thang Nguyen <TNguyen@kirklandwa.gov>
Sent: Tuesday, March 19, 2024 1:18 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: BelRed Subarea Plan Comp Plan Amendment

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

Hi Gwen,

Hope you are enjoying the weather. We got a SEPA notice on the BelRed subarea comp plan amendment. I went to the website, but couldn't find any land use map or land use or transportation information on the changes. Can you point me them?

Thanks,

Thang T. Nguyen (he/him/his)
Transportation Engineer
City of Kirkland
Public Works Department
123 5th Avenue
Kirkland WA 98033-6189
Phone: (425) 587-3869

Fax: (425) 587-3807
tnguyen@kirklandwa.gov

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

Please consider the environment before printing out this email. I prefer all submittals in electronic form when possible.

If you are not the intended recipient, please be advised that any distribution, dissemination and/or copying of this communication may be prohibited by law. If you receive this electronic mail in error, please immediately return it to the original sending electronic mail address.

From: wei@winsoninvestment.com
To: [Rousseau, Gwen](#); [Johnson, Thara](#)
Subject: RE: BelRed Land use
Date: Wednesday, March 20, 2024 4:29:19 PM
Attachments: [image001.png](#)

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

Gwen,

Your answers are crystal clear, thank you!

Regards,

Wei Zhang
President

t: +1 425 732 2530

a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Wednesday, March 20, 2024 2:12 PM
To: wei@winsoninvestment.com; Johnson, Thara <TMJohnson@bellevuewa.gov>
Subject: RE: BelRed Land use

Thank for circling back, Wei.

1. The future land use map, presentation and Agenda memo can all be found [here](#) on the City's Planning Commission calendar. Links to all meeting materials are also posted on the BelRed Look Forward [webpage](#) under Meetings and Events.
2. No updates or changes to the land use map have been presented for review since February 28. If any changes are made, they will be presented to the Planning Commission when the full draft plan is brought to them, scheduled currently for May 8.

Thanks,
Gwen

From: wei@winsoninvestment.com <wei@winsoninvestment.com>
Sent: Wednesday, March 20, 2024 1:16 PM
To: Johnson, Thara <TMJohnson@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: RE: BelRed Land use

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Gwen/Thara,

Thank you for getting back to me. I understand the Bellevue Land Use changes are keeping everyone quite busy, so thank you for taking time to answer my questions.

I have a lingering question from our previous correspondence, which seemed to have gotten lost in the email thread. (I copy it below along with the site diagram attached for your quick reference)

The draft zoning plan that includes our property in the high-density zone was presented by you and discussed at the February 28th Planning Commission meeting, I have a few inquiries:

1. Could you please direct me to where I can find the plan you presented? An emailed copy or a link to download it would be incredibly helpful.
2. Have there been any updates or changes to the plan since the February 28th meeting?

You mentioned a potential follow-up meeting about the plan presented on February 28th, possibly scheduled for May 8th, though I understand this might change. I have signed up for notification, thanks for the link you sent.

Thank you once again for your time and assistance.

Wei Zhang
President

t: +1 425 732 2530

a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



From: wei@winsoninvestment.com

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To: Rousseau, Gwen <GRousseau@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>
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From: Rousseau, Gwen <GRousseau@bellevuewa.gov>

Sent: Tuesday, February 6, 2024 8:50 AM

To: wei@winsoninvestment.com; Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>

Subject: RE: BelRed Land use

Thank you for sending, Wei!

Staff will review the documents you sent. The Planning Commission will be reviewing the proposed future land use designations in general at their meeting on February 14, and then reviewing the Future Land Use Map along with BelRed Land Use policies at their meeting on February 28. Please see the Planning Commission webpage at this [link](#) to learn more about how you can provide comment directly to the Planning Commission.

Thank you,
Gwen

From: wei@winsoninvestment.com <wei@winsoninvestment.com>

Sent: Monday, February 5, 2024 7:16 PM

To: Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>;
Rousseau, Gwen <GRousseau@bellevuewa.gov>

Subject: RE: BelRed Land use

Importance: High

Some people who received this message don't often get email from wei@winsoninvestment.com. [Learn why this is important](#)

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

Dear Thara and Gwen,

I wanted to express my gratitude for you to meet with me today to discuss the land use proposal concerning my property in the Bel Red area.

Attached to this email, you will find the documents that were presented during our meeting for your reference. Revised to make it more clear.

The accompanying PDF includes a legend that visually represents the topics we covered. Here's a brief summary:

1. The area outlined in red signifies the proposed change from the current FEIS **BR-MU-M** zone to the **BR-RC-H-1** zone.
2. The blue-outlined area indicates the car dealership, which is planned to remain for the long term. *(No proposed changes from me at this point, it is up to the city to decide.)*
3. The yellow-outlined area represents the Safeway Plaza, which is also intended for long-term use and is currently optimized for its purpose. *(No proposed changes from me at this point, it is up to the city to decide.)*

Additionally, the attached Word document provides a detailed rationale for these proposed changes.

Thank you once again for your time and consideration. Please do not hesitate to reach out if you would like to delve further into this matter.

Best regards,

Wei Zhang
President

t: +1 425 732 2530

a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



W I N S O N
I N V E S T M E N T

Johnson, Thara

From: Bill Finkbeiner <billfinkbeiner@msn.com>
Sent: Wednesday, March 27, 2024 11:19 AM
To: PlanningCommission
Subject: Written communication for 3-27 planning commission meeting
Attachments: Wright Runstead Wilburton Rezone Comments 3-27.pdf; Wilburton Rezone Comments 3-27.pdf

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

Hello Thara. Could you please include these two attachments in the email going to planning commissioners for their meeting tonight?

Thank you!

Bill

To: Planning Commission

We, the undersigned, urge you to agree with the planning department staff recommended changes shown in the Future Land Use Map for areas 1 and 2 on the attached map for “highrise mixed use” designations. These areas are both within the quarter mile walkshed of light rail stations, within a block of the Eastrail, adjacent to the only Rapid Ride Bus line on the Eastside of Lake Washington (running on NE 8th), within a quarter mile of the terminus of the Grand Connection and have easy access to I-405. The billions of dollars of multimodal investment these facilities represent were made with the intent of creating an urban area with high densities and a variety of future development.

“Mixed Use” Provides a Flexible Framework to Deliver Housing

The clear current focus, of both the market, and the city of Bellevue, is increased housing, and the “mixed use” FLUM designation allows for residential development. Incentives can also be included in the upcoming Land Use Code Amendments (LUCA) which further prioritize housing above other uses. The combination of incentives and market demand will tip the scales of future development towards multifamily and ensures that this area helps the city meet its housing goals and depress housing costs by increasing supply. The flexibility allowed with the “mixed use” designation also ensures the opportunity for the community to respond to future market conditions and changing city priorities over the 20-year lifespan of the proposed Comprehensive Plan and zoning changes. The mixed use designation will also allow continuation of existing retail and business uses allowing them to continue to operate during the time before redevelopment. When redevelopment does occur, the “mixed-use” designation is essential to the long-planned vision of this dynamic, sustainable, urban neighborhood of the future. “Live, Work, Play” is a recurring theme for the future of this area and the “mixed-use” designation is best suited to achieve that vision.

“Highrise” Density is Appropriate

A Highrise designation also sets the stage for the future zoning that is the appropriate density for proximity to transit and planned bike/pedestrian improvements including the ‘complete street’ along 120th (with bike lanes and separated sidewalks). Appropriate modulation requirements like floorplate limits and flexible step backs from major arterials could be incorporated into future zoning and land use code to ensure that this density is achieved in a manner that respects zone transitions and is aesthetically pleasing. Furthermore, the natural topography of the area minimizes any impact on single-family neighborhood views. Finally, the Highrise designation and associated future zoning would enable the density to be accommodated in towers with a smaller ground space footprint, allowing for the public spaces and green areas that the city desires proximate to Eastrail.

We appreciate the work that you do and the dedication you have shown towards making this city a better place for current and future residents. We believe that by following the staff recommendation for these areas you will be achieving your ultimate goal of producing more housing in Wilburton, and following the vision laid out by the Council and the Wilburton CAC meant to create this great future neighborhood.

Sincerely,

Doug Exworthy
TRF Pacific

Kendall Anderegg
Mutual Materials

Campbell Mathewson
Rack and Road

Neal Mulnick
Max Capital LLC

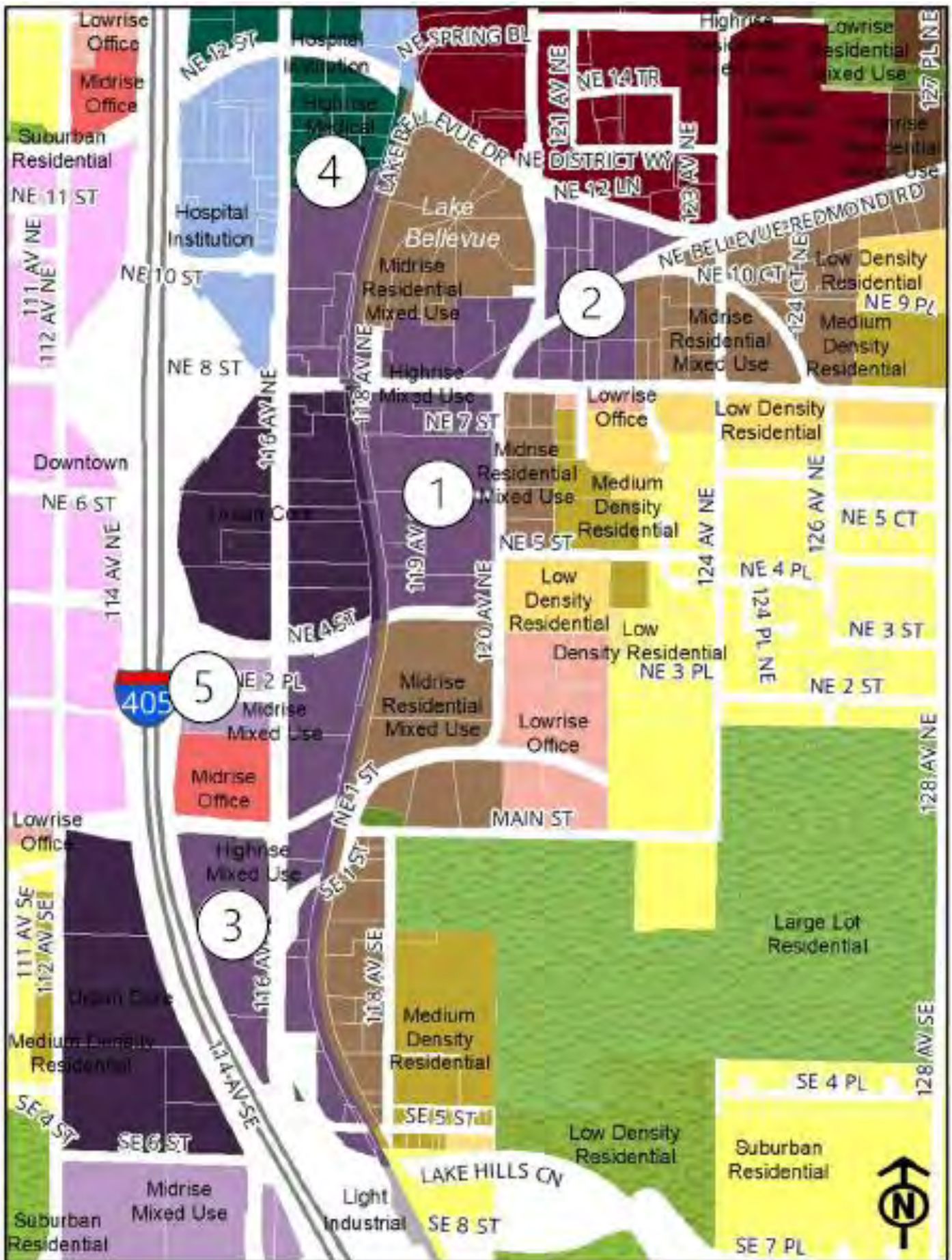
TJ Woosley
Brierwood Center

Bill Finkbeiner
Finkbeiner Building

Jon Roskill
Eragem Building

Kenny Dudunakis
Brierwood Apartments

Bob Griffith
The Pumphouse



WRIGHT
RUNSTAD
& COMPANY

March 27, 2024

Bellevue Planning Commission
planningcommission@bellevuewa.gov.

WILBURTON REZONE

Dear Commission Members:

When Wright Runstad & Company designed The Spring District, we strove to make a neighborhood that was vibrant, walkable, and leveraged light rail to create a true transit-oriented community. We are proud of the dynamic mix of office, retail and residential living that has been created.

We believe that the planning staff's recommendations for a Mixed-Use zone for the neighborhood to the south of us (shown on the attached map as areas 1 and 2) will build on the foundation laid by The Spring District and hope the Planning Commission concurs.

Thank you for your consideration and for the work you do for our community.

Sincerely,



Andy Bench
President

AB/jkh

Attachment

Johnson, Thara

From: Veronica Shakotko <Vshakotko@mbaks.com>
Sent: Wednesday, March 27, 2024 10:25 AM
To: PlanningCommission
Cc: Gallant, Kristina; Whipple, Nicholas
Subject: Tree LUCA Comments - March 27 Agenda
Attachments: MBAKS Bellevue Tree Code Comments 032724 PC Study Session 3.pdf

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

Chair Bhargava and Planning Commissioners,

In preparation for this evening's study session on the tree LUCA, attached please find MBAKS' comment letter dated March 27, 2024.

MBAKS appreciates your thoughtful consideration. If you have any questions, please don't hesitate to contact me at vshakotko@mbaks.com or 425.435.8990.

Respectfully,
Veronica



Veronica Shakotko
Senior King County Manager
Master Builders Association of King and Snohomish Counties
m 425.435.8990
335 116th Ave. SE, Bellevue, WA 98004

Find us on [f](#) [t](#) [in](#) [i](#)

We believe everybody deserves a place to call home.





March 27, 2024

Bellevue Planning Commission
450 110th Ave. NE
Bellevue, WA 98004

RE: Tree LUCA Review 2 Study Session

Dear Chair Bhargava and Planning Commissioners:

With nearly 2,500 members, the Master Builders Association of King and Snohomish Counties (MBAKS) is the largest local homebuilders' association in the United States, helping members provide a range of housing choice and attainability. We aspire to be the most trusted and respected housing experts in the region. MBAKS welcomes the opportunity to comment on the proposed tree code amendments on the March 27 agenda.

To be successful at encouraging more trees and more homes, tree policies and regulations should include predictability and flexibility for homeowners and homebuilders. These policies and regulations should also enable more housing choices for community members looking for a home. When the rules that govern when and where a tree can be removed are vague, they lead to subjective determination and inconsistent application. This results in construction delays that drive up the cost of housing. Conversely, policies and regulations that are clear and objective avoid subjective interpretations and inconsistent application, allowing home remodels to move forward smoothly and homes to get built faster with fewer costly redesigns or delays.

MBAKS Recommended Tree Regulations:

When adopting tree codes, it is imperative that cities consider regulations that do not impede their ability to accommodate a growing population. Tree retention goals, as they apply to private land, should provide flexibility to meet a city's tree goals in a variety of ways.

• ***Applicability***

The GMA requires cities to plan for housing. Tree codes should be supported by meaningful analysis into the total number of lots and housing capacity affected by the proposed code, as well as potential impacts on Bellevue's plan to meet GMA growth targets. Any adopted tree regulations should not materially affect the City's ability to meet its housing goals.

MBAKS suggests adding language in the applicability section that aligns the tree code with Bellevue's obligations under the Growth Management Act to, among other things, reduce sprawl, protect the environment, and plan for and accommodate housing for all economic segments.





- **Definitions**

- **“Significant Tree”**: The reasoning is unclear why there is a proposed reduction in the minimum diameter from eight inches d.b.h. to six inches. Is there a basis in best available science for this change? Classifying trees by diameter at breast height (DBH) size or species prevents property owners from determining the best tree code compliance pathway for their projects with minimal restrictions. Owners need a range of options to use, maintain, and improve their properties; contribute to the community’s housing needs consistent with the jurisdiction’s tree goals.
- **“Tree Canopy Site Area”**: Subtracting areas like shoreline vegetation, critical area buffers, public rights-of-way, private roads in separate tracts and submerged lands from the gross site area for purposes of determining minimum tree density required for a site result in a disproportionate area of land on which to build homes.
- **“Tree Protection Zone (TPZ)”**: Requiring the greater of one foot of radius for every inch of d.b.h. or at least six feet would have a chilling effect on the building of affordable and attainable housing in the area. While MBAKS appreciates the option for an alternate determination established by an arborist, it does not provide the needed clarity and predictability for builders to take the substantial financial risk to purchase land and move forward on a project.

- **Minimum tree density and tree credits**

Setting a reasonable number of tree “credits” to be provided for a property is an effective way to manage tree goals and encourage tree retention. The code can incentivize retaining existing trees by providing more credits for retention than new trees. It can also incentivize retaining trees in desired locations or groupings by providing more credits for trees in groups or in setbacks.

It is important that the credit and canopy systems remain functionally flexible to achieve their purpose; adding additional requirements undermines their ability to work as intended. For example, a credit or canopy system should not include additional requirements to retain all trees over a certain size, or in certain areas of a property, or in certain groupings. Retention requirements will supersede broader credit or canopy requirements and negatively impact the time and cost of projects.

- **Lower minimum canopy thresholds**: MBAKS supports the concept of creating a lower minimum canopy threshold for development proposals which include multiple dwelling units per lot to better accommodate middle housing legislation (i.e. HB 1110 and HB 1337). MBAKS encourages the planning commission to consider lowering the canopy thresholds for both two or more units per lot and for single-family dwellings to a more reasonable threshold. This will provide more flexibility for more diversity in housing choice like ADUs, duplexes and townhomes, and will help keep costs down for all home buyers.
- **Retained trees**: MBAKS also urges the removal of language giving authorization to the Director to “consider the preservation” of significant trees in a certain order of priority. Rather, MBAKS encourages the planning commission to increase the tree credits to encourage the retention of existing trees. Requiring prioritization of certain sized trees; trees in certain groupings, or trees in certain locations, dramatically limit design flexibility, thereby preventing the most responsible development of land. Requiring a set proportion of trees to be retained on a lot may limit actual housing significantly below what is allowed in a neighborhood’s zoning. This is especially true if the



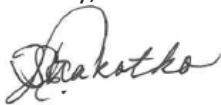
retention requirement includes areas of the property that are used for required roads, stormwater facilities, and other infrastructure.

- ***Dimensional standard modification for tree retention:*** MBAKS supports the concept of dimensional standard modification (e.g. reduced parking, front and rear yards) for tree retention but asks that the allowed modifications be sufficiently clear to avoid staff discretion and increase predictability.
- **Planted Trees**
 - ***Allow broader Fee-in-Lieu program use:*** MBAKS supports the concept of a fee-in-lieu program and asks the Planning Commission to consider allowing broader use. A fee-in-lieu program gives builders some flexibility when there is not ample room on site to support a tree. As a result, project applicants can pay into a tree fund that is solely earmarked for supporting the city's tree canopy. It can also be used as a method to address inequitable disparities in tree canopy, with funds helping to plant trees in areas within underserved neighborhoods that lack sufficient shade.
- **Tree Protection**
 - ***Requiring a covenant or maintenance assurance is overly burdensome:*** MBAKS disputes the notion that punitive measures are needed to ensure tree protection and asks the planning commission to remove or revise the language requiring covenants and maintenance assurance. Property owners have a legal obligation to follow all land use, environmental and tree-related codes, and having clear regulations in place allows them to develop their properties with confidence that they are acting in accordance with all relevant laws. New tree regulations should not constitute an infringement of land or property rights. Recent court decisions also call into question the legality of requiring a covenant for protection/maintenance that in effect is an exaction of a property right.

As Bellevue simultaneously works to update its comprehensive plan—guiding growth for the next 20 years—and address climate change, having balanced tree policies and regulations is even more critical. Having the right policies and regulations in place will help to meet the City's meet its obligations under the GMA to plan for and accommodate housing for all economic segments, address the City's most pressing housing needs, use existing infrastructure like roads, water, and sewer services, and protect green open spaces. This thoughtful approach to planning supports a healthy environment and has the added benefits of reducing pressure on our region's agricultural and resource lands.

If you have any questions, please don't hesitate to contact me at yshakotko@mbaks.com or 425.435.8990. Thank you for your consideration.

Sincerely,



Veronica Shakotko
Senior King County Government Affairs Manager
Master Builders Association of King and Snohomish Counties

CC: Kristina Gallant AICP, Planning Manager
Nick Whipple, Assistant Director

Johnson, Thara

From: John Darvish <jdarvish@holistique.com>
Sent: Tuesday, March 26, 2024 5:36 PM
To: Bhargava, Vishal; Negin Kanloo; Cuellar-Calad, Luisa; Ferris,Carolynn; Brown, Karol; Goepple, Craighton
Cc: Malakoutian, Mo; PlanningCommission
Subject: Please disregard the earlier email. Wilburton Medical Mixed-Use

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

PLEASE DISREGARD earlier email. It was sent prematurely.

Dear Commissioners,

I hope you are well. I would like to thank you for all the care you have put into this critical planning phase for future of Bellevue. This is the city that we all love, want the best for it, and have shared in many ways. The diligence you have put in this process is amazing.

I would like to humbly recommend that Commissioners make a recommendation to eliminate Medical Office/Medical-Mixed-Use designation from the area across the street from Overlake Hospital. For the following reasons:

- Mixed-Use still supports medical use
- Troubled state of healthcare and hospitals in WA state
- Lack of need for Medical Office
- Proximity to light rail station
- Immediate need for housing
- Lopsided amount of prime land dedicated to Medical Office
- And finally, flexibility built in Mixed-Use designation.

Medical Mixed-Use with Focus on Medical is Another Way of Saying Medical Office

In a recent review of document named “Proposed Policy Amendments to Wilburton-NE 8th St”, on page 16 under the title: Wilburton Transit-Oriented Development (TOD) Area Vision, I found: (This statement is referring to the area across Overlake Hospital on 116th)

*Development along the future multimodal 116th Avenue corridor accommodates mixed-use development at a high-rise scale, with the area across from Overlake Medical Center including a **medical office mixed-use** focus that complements nearby hospitals and similar uses along 116th Avenue NE in BelRed to the north.*

This position is taken due to “complement nearby hospitals and similar use” No data is presented to support this position. This was clarified and confirmed after a quick correspondence with a planning staff. I believe the direction it is recommending is not following the recommendations commissioners made during the meeting of Feb. 28, 2024 and it does not support the data which I will present next.

Specifically during the following times on the video of Feb. 28t, commissioners repeatedly expressed their concern for overly prescribed medical office, reduction/removal of medical office designation, encouraging broadly-defined use, even asking for rethinking need for medical office, and finally distributed medical service throughout the city: (1:02 Commissioner Brown), (1:06 Deputy Chair Goepple), (1:13 Commissioner Ferris), (1:13 Commissioner Khanloo), (1:15 Commissioner Brown), (1:49 Commissioner Brown), (1:52 Commissioner Ferris), (2:03 Deputy Chair Goepple), (2:04 Chair Bhargava), (2:34 Commissioner Ferris), (2:37 Commissioner Brown), (2:40 Commissioner Goepple).

The introduction of Medical Mixed-Use with focus on medical use is emphasizing medical rather residential. It is a compromise which does not take into account the immediate need for housing rather emphasized medical office again.

Let's take a closer look.

Mixed-use Still Supports Medical Office

Mixed-use designation still supports medical office use. If the need arises a medical office can be built to respond to the need. However, Medical office or Medical Mixed-use prohibits more meaningful development.

Unfavorable Healthcare Economy

According to WA State Hospital Association, Hospitals have lost 2.7 billion Dollars in 2022 alone, and 1.5 billion in the first half of 2023. They have continuously laid off staff, and cut services due to budget shortages. CEO of WA State Hospital Association said "Ongoing losses and basic hospital operations are unsustainable". Overlake and Children's hospitals are not immune from these unfortunate trends. This is specially not good news for expansion of medical services anytime soon in Wilburton area. How long will the recovery take? How long will the losses last? Is recovery guaranteed?

Lack of Need for Medical Office

No new medical office has been built outside of Overlake Hospital grounds for 40+ years.

Proximity to Light Rail Station

This area is between 1,000-2,000 feet to light rail station and is a prime location for TOD of residential nature

Over Committed Land for Medical Office

The land dedicated to Medical Office expands from NE 10th St to Northrup Ave. is overly optimistic of the anticipated medical needs. The following is a map of suggested medical office in the Wilburton area. Being in healthcare profession myself, I hope our citizens will never need this much healthcare in the next 20 years!



The areas committed to medical office north and South of Bel-Red

As the map suggests, the area north of Bel-Red road totals **2,600,000 Sqft (60 acres)**, at a modest FAR of 6, if fully developed, it will yield **15,600,000 Sqft of medical office**. The area of south of Bel-Red **423,482 Sqft (9.7+ acres)**, it can yield, **2,541,000 Sqft** of medical office.

In summary, current Sqft zoned as medical office in Wilburton is **3,000,000+ Sqft (70+ Acres)** which can yield more than **18,000,000 Sqft of medical office**. At this rate we can build a private hospital room for each resident of Bellevue, young and old!! (I have left medical institutions, Overlake and Children Hospitals, out of this study. It would be even more exaggerated had I included them!)

Lopsided commitment of land to Medical Office vs. Mixed-Use

Further review of Future Land Use Map (FLUM) one can compare, the area designated as Mixed-use between NE 10th Street and Main Street totals 2,535,222 Sqft vs Medical Office 3,000,000 Sqft. That is the difference of

almost 500,000 Sqft more dedicated to Medical Office. Considering that one can still build medical offices in mixed-use zones, how much more is the the balance tilted towards medical office? One will wonder if this a fair division of land between Medical Office and Mixed-Use/Residential specially since we started this process to address the need for residential.



Comparing Sqft of land zoned MO vs MU on 116th Ave (not including Med. Inst.).

In Summary

Given the troubled state of healthcare and hospitals in WA state, proximity to light rail station, immediate need for housing, lack of need for medical offices, lopsided amount of land dedicated to Medical Office, and flexibility built in Mixed-Use to accommodate medical office, I highly recommend eliminating medical office designation of any sort for the area across the street from the Overlake Hospital and assign simple Mixed-Use

for this area. Mixed-use designation inside of TOD will accommodate medical use if and when it arises and allow for organic redevelopment of Wilburton area.

Finally, one would hope that the Planning Commission would address the lopsided division of prime land as a whole between Medical Office and Mixed-Use as a bigger challenge we are facing.

I am prepared to discuss and present more detailed data to support this recommendation.

Sincerely,

John Darvish



John Darvish

CFO

Holistique Medical Center

Desk: 206-321-2202 Fax: 425-462-8919

Address: 1200 116th Ave NE Suite C. Bellevue, WA – 98004

Web: holistique.com Email: jdarvish@holistique.com

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Johnson, Thara

From: John Darvish <jdarvish@holistique.com>
Sent: Tuesday, March 26, 2024 1:26 PM
To: Bhargava, Vishal; Khanloo, Negin; Ferris, Carolyn; Brown, Karol; Goepppele, Craighton; Cuellar-Calad, Luisa
Cc: PlanningCommission; Malakoutian, Mo
Subject: Wilburton - Medical-Mixed Use designation

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

Dear Commissioners,

I hope you are well. I would like to thank you for all the care you have put into this critical planning phase for future of Bellevue. This is the city that we all love, want the best, and have shared in many ways. The diligence put in this process is amazing.

To remove any confusion, after reviewing the documents released for the March 27, 2024 meeting I **would like to humbly recommend that Commissioners make a recommendation to eliminate Medical Office/Medical-Mixed-Use designation from the area across the Overlake hospital. Furthermore, look into lopsided division of land between Medical Office and Mixed-Use Residential.** For the reasons listed below I believe this is the correct course of action.

In a recent review of document named “Proposed Policy Amendments to Wilburton-NE 8th St”, on page 16 under the title: Wilburton Transit-Oriented Development (TOD) Area Vision, I found: (This statement is referring to the area across Overlake Hospital on 116th)

*Development along the future multimodal 116th Avenue corridor accommodates mixed-use development at a high-rise scale, with the area across from Overlake Medical Center including a **medical office mixed-use** focus that complements nearby hospitals and similar uses along 116th Avenue NE in BelRed to the north.*

This position is taken mainly to “complement nearby hospitals and similar use” This was clarified and cleared after a quick correspondence with a planning staff. I believe the direction it is recommending is not following the recommendations commissioners made during the meeting of Feb. 28, 2024 and it does not support the data which I will present next.

The introduction of Medical Mixed-Use with focus on medical use is emphasizing medical rather residential. It is a compromise which does not take into account the need for housing over medical office. After watching the video of the meeting of Feb.28th multiple times, the commissioners on numerous occasions unanimously expressed their desire to greatly reduce or remove medical office and dedicate more space to residential. In short more housing less medical. Mixed-medial emphasizes medical over residential.

Specifically during the following times on the video, commissioners expressed their concern for overly prescribed medical office, reduction/removal of medical office designation, encouraging broadly-

defined use, even asking for rethinking need for medical office, and finally distributed medical service throughout the city: (1:02 Commissioner Brown), (1:06 Deputy Chair Goepple), (1:13 Commissioner Ferris), (1:13 Commissioner Khanloo), (1:15 Commissioner Brown), (1:49 Commissioner Brown), (1:52 Commissioner Ferris), (2:03 Deputy Chair Goepple), (2:04 Chair Bhargava), (2:34 Commissioner Ferris), (2:37 Commissioner Brown), (2:40 Commissioner Goepple).

The land dedicated to Medical Office is overly optimistic of the anticipated medical needs. The hospitals in Washington state lost 2.1 billion in 2022 alone, and 1.5 billion in the first half of 2023. They have continuously laid off staff due the budget shortage. Overlake hospital is not immune from these unfortunate trends, it even led in some categories. This is not good news for expansion of medical services anytime soon in Wilburton area.

The following is a map of suggested medical office in the Wilburton area. Being in healthcare profession myself, I hope our citizens will never need this much healthcare in the next 20 years!



The areas committed to medical office north and South of Bel-Red

As the map suggests, the area north of Bel-Red road totals **2,600,000 Sqft (60 acres)**, at a modest FAR of 6, if fully developed, it will yield **18,000,000 Sqft of medical office**. The area of south of Bel-Red **423,482 Sqft (9.7+ acres)**, can yield, **2,541,000 Sqft** of medical office.

In total, current Sqft zoned as medical office in Wilburton is **3,000,000+ Sqft (70+ Acres)** which can yield more than **18,000,000 Sqft of medical office**. At the rate we can build a private hospital room for each resident of Bellevue!! (I have left medical institutions, Overlake and Children Hospitals, out of this study)

Further review of Future Land Use Map one can compare, the area designated as Mixed-use between NE 10th and Main Street totals 2,535,222 Sqft vs Medical Office 3,000,000 Sqft. That is the difference of almost 500,000 Sqft more dedicated to Medical Office. Considering that one can still build medical offices in mixed-use zones, how much more is the the balance tilted towards medical office? One will

wonder if this a fair division of land between Medical Office and Mixed-Use/Residential specially since we started this process to address the need for residential.



Comparing Sqft of land zoned MO vs MU on 116th Ave (not including Med. Inst.).

I hope you can see the need for eliminating medical office designation of any sort for the area across the street from the hospital and assign simple Mixed-Use for this area. Mixed-use designation inside of TOD will accommodate medical use and allow for organic redevelopment of Wilburton area.

Furthermore, one would hope that the Planning Commission would address the unfair division land as a whole between Medical Office and Mixed-Use as a bigger challenge we are facing.

I am available to discuss and present more detailed data to support this recommendation.

Sincerely,

John Darvish



John Darvish

CFO

Holistique Medical Center

Desk: 206-321-2202 Fax: 425-462-8919

Address: 1200 116th Ave NE Suite C. Bellevue, WA – 98004

Web: holistique.com Email: jdarvish@holistique.com

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Johnson, Thara

From: L Hubacka <pkisdawg@msn.com>
Sent: Monday, March 25, 2024 4:41 PM
To: PlanningCommission
Subject: Secure neighborhoods

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

We have resided in Bellevue since 1984. We know our taxes are excessive, but please use them wisely for LEGAL law abiding American citizens. Some of which need our help. Make the jail space available to hold law breakers & illegals & keep them off the streets. Sadly, Bellevue does have gangs & rising crime. We are concerned.

Also, please do not destroy our beautiful neighborhoods w/ multi units, apartments, high rises, etc. Thank you.

Johnson, Thara

From: Elaine Duncan <elaine.duncan@gmail.com>
Sent: Sunday, March 24, 2024 12:31 PM
To: PlanningCommission
Subject: Fwd: Tree Canopy Amendments - March 27, 2024 study session

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

Hi

I submitted this a couple of weeks ago, but do not see these comments in the written comments packet (unless I missed it, which is quite possible), so I am resending.

Thank you.

Elaine Duncan

----- Forwarded message -----

From: Elaine Duncan <elaine.duncan@gmail.com>
Date: Wed, Mar 6, 2024 at 9:03 AM
Subject: Tree Canopy Amendments - March 27, 2024 study session
To: <PlanningCommission@bellevuewa.gov>
Cc: Jo-Ellen Smith <cloudcnr@comcast.net>

Dear Members of the Planning Commission:

The board of the Cougar Mountain Residents Association (CMRA) offers the following comments on the proposed tree canopy regulations. We appreciate your consideration.

Cougar Mountain and similar areas will be uniquely impacted by the new rules

According to your data, the Cougar Mountain area has a tree canopy of 50-60%. Properties are zoned R-1, and many are multi-acre and/or abut heavily treed areas including Bellevue and King County parkland. The R-1 zoning designation is designed in part to protect steep slopes from overdevelopment, and many of the properties in the Cougar Mountain area include steep slope and/or stream critical areas and buffers. People who live here love the forested environment and generally want to preserve it. At the same time, we are aware of the dangers it can present.

Trees in this area tend to be large, with many landmark trees well over one hundred feet tall. While the city has increased protection for landmark trees because of their “contribution to neighborhood character and the city’s tree canopy goals,” we are concerned that the risks of such trees – notably disease and possibly fire hazards – have not been considered at all.

<https://www.heraldnet.com/news/blight-ravages-the-western-hemlock-washingtons-state-tree/>

<https://dnrtreelink.wordpress.com/2018/07/03/emerging-issues-with-western-hemlock-and-douglas-fir/>

Cougar Mountain is also unique in that, unlike the rest of Bellevue, it lies at elevations from 1000' to 1400' and frequently experiences snow and windy conditions not as prevalent at lower altitudes. All these factors make our large, old trees much more of a hazard than trees elsewhere in Bellevue.

Residents in more densely zoned areas may well want to require developers to preserve the few trees that exist, but they are also unlikely to face the expense of managing a large number of trees. We agree that areas like Bridle Trails should not continue to be singled out and penalized with regard to tree removal requirements. However, the proposed one-size-fits-all set of rules perpetuates that current penalty approach.

Any adopted rules should account for zoning as related to tree canopy. Homeowners in Cougar Mountain and similar areas already contribute generously to Bellevue's tree canopy, but they also face the challenges of managing that canopy and should not be penalized by expensive and bureaucratic requirements.

The redefinition of "tree health" should reflect changed circumstances

Your definitions propose to redefine trees from "healthy" to "viable," with the criteria for viability to be developed. Any such criteria should recognize and account for the likelihood that a great number of trees in the Cougar Mountain area are reaching the end of their life span. While they may appear healthy, many (like the hemlocks noted above) are prone to relatively quick die-off, while other species (Doug fir) may fall over unexpectedly due to root disease or may snap off at the trunk or on large branches (big leaf maples). See the following links:

<https://www.oregonlive.com/environment/2022/11/record-number-of-firs-dying-in-oregon-washington-in-what-experts-call-firmageddon.html#:~:text=Fir%20trees%20in%20Oregon%20and,trees%20in%20the%20two%20states>

<https://www.sciencedirect.com/science/article/abs/pii/S0378112721007714>

<https://hortsense.cahnrs.wsu.edu/fact-sheet/douglas-fir-laminated-root-rot/>

<https://pnwhandbooks.org/plantdisease/host-disease/fir-douglas-true-laminated-root-rot>

The area's unique snow and wind conditions exacerbate these dangers. Just a few winters ago, a large tree fell on SE 60th Street, taking out electrical poles and leaving the entire area without power for four days.

Specific suggestions

We ask that more flexible options be available for R-1 zoning and forested areas:

- Support long-term canopy health by providing for reduced or no permits for removal of diseased or storm-compromised "significant" or "landmark" trees.
- Endorse natural replacement (tree self-seeding) as an option in forested areas.
- Relax the definitions of significant and landmark trees, e.g., the definition of "significant" goes from 8 inches to 16 to reflect current tree conditions, and "landmark" expands similarly.

Thank you for the opportunity to comment.

Cougar Mountain Residents Association
Board of Directors
17328 SE Cougar Mountain Drive
Bellevue, WA 98006

Board of Directors:	Jo-Ellen Smith	Don Bongdma
	Elaine Duncan	William Koch
	Rob Auffant	Carolyn Schwarz
	Steve Bolliger	Kristi Torgrimson

About CMRA

The Cougar Mountain Residents Association (CMRA) is a nonprofit Washington corporation that has been in existence since the 1960s. Our motto is: Connecting People, Preserving Community. We are a voluntary membership resident association serving homeowners along the SE Cougar Mt. Way, SE Cougar Mt. Drive, and SE 60th St. corridors. CMRA was formed to represent and give a more impactful voice to residents in land use issues before the three jurisdictions that govern our area and maintain our roads (Bellevue, King County, and Issaquah). We have coordinated legal action and input on area zoning issues and road conditions. Currently, we focus on improving communications among neighbors about issues of areawide concern such as traffic, crime, and mail theft. We also host neighborhood and community service events from time to time.

From: [Heather Woodside](#)
To: [Rousseau, Gwen](#)
Subject: BelRed Look Back and Look Forward
Date: Friday, March 29, 2024 4:25:18 PM

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

Gwen,

I am an appraiser doing some appraisal work for the City of Bellevue associated with the 124th Avenue NE road improvement project. I am curious if you could give me a brief rundown on the BelRed Lookback and Look Forward as far as dates of public announcements associated with this. I see that planning is currently underway to possibly rezone some of the parcels in the BelRed Subarea. I know that when the BelRed Subarea Plan was created in 2009 that it was anticipated that the City of Bellevue could evaluate the progress of the development in the neighborhood at some point and then refine things to make sure that the area is being developed as they had hoped.

Can you tell me when it was made public that the City of Bellevue would be doing a Look Forward analysis? From looking at the City of Bellevue website, I can see that there was an initial briefing and Q & A (City Council Study Session) on January 22, 2018 and then an open house for BelRed Major Projects on May 22, 2018. Then it appears that not much happened until February 22, 2023 when activity on this appears to have been more active.

Thank you,

Heather Woodside
206-790-5678

From: [Johnson, Thara](#)
To: [Rousseau, Gwen](#)
Subject: FW: FEIS FAR Question
Date: Wednesday, June 5, 2024 1:39:18 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

From: Johnson, Thara
Sent: Friday, March 29, 2024 4:22 PM
To: Matt Roewe, AIA <matt@roewe.works>
Subject: RE: FEIS FAR Question

Hello Matt,

Many apologies for the delay in responding. For the environmental review, the city assumed average achieved FARs for different “zones” that fall under each land use designation. Below are the FAR ranges analyzed under each designation:

Land Use Designation (Intensity)	“Zone” Abbreviation*	Max Height (feet)	Stories	Assumed Average Achieved FAR
Lowrise	X-L or X-L/M	20 to 65	2 to 6	0.5 to 2.0
Midrise	X-M	45 to 100	8 to 10	0.8 to 3.2
Highrise	X-H1	160	10 to 17	4.0
	X-H2	250	16 to 27	5.2
Urban Core	X-H3	300 to 450	29 to 44	4.0 to 8.0

*Additional existing “zones” were also included under these land use designations.

Please let me know if you have any questions or need any additional information.

Best Regards,

Thara Johnson



Thara Johnson

Comprehensive Planning Manager, City of Bellevue
tmjohnson@bellevuewa.gov | [425-452-4087](tel:425-452-4087) | BellevueWA.gov

From: Matt Roewe, AIA <matt@roewe.works>
Sent: Friday, March 15, 2024 9:30 AM
To: Johnson, Thara <TMJohnson@bellevuewa.gov>
Subject: FEIS FAR Question

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

Hi Thara,

I have been reviewing the Comp Plan 2044 Update and FEIS and the companion “crosswalk” and map key diagrams and charts. I appreciate how your team has taken a bold and refreshing approach to accommodating growth in transit rich areas like Wilburton and BelRed. Thanks for pursuing very urban policies and solutions. I am very supportive of this direction.

I see from the cross sections in the EIS that the taller height limits of 16, 25, and 45 stories are associated with the colored land use designations. However, to generate the massing and the development capacity metrics, did you assume a Floor Area Ratio (FAR) for each map designation? I didn't see any mention of that in the FEIS or these tables. Also, certain zones in Bellevue exempt above grade parking from FAR limits. That's a big modifier to the number (especially in high water table areas like Wilburton). So, it would be good to know if that will continue to be the case in the future. I know more of these kinds of details will come forward in the LUCA process, but is it possible to share a list of assumed FARs to date? Even if it's a range, that would be helpful and appreciated.

Let me know if you would like to discuss this over the phone or if you have any questions.

Best Regards,
Matt Roewe, AIA
206 790-8162 - Matt@roewe.works

ROEWE ARCHITECTURE
WORKS URBAN DESIGN
DEVELOPMENT
PLANNING

Future Land Use Map Key

DRAFT

Attachment F

Mixed Use

Downtown
The purpose is to provide an area for a mix of housing, retail, service, office and complementary uses at the **highest scale and density** (see illustration). The scale and density may be reduced by overlay districts.

Urban Core
The purpose is to provide an area for a mix of housing, retail, service, office and complementary uses at the **highest scale and density** (see illustration), close to Downtown and light rail stations.

Highrise Mixed Use
The purpose is to provide an area for a mix of housing, retail, service, office and complementary uses at a **high scale and density** (see illustration).

Midrise Mixed Use
The purpose is to provide an area for a mix of housing, retail, service, office and complementary uses at a **middle scale and density** (see illustration).

Lowrise Mixed Use
The purpose is to provide an area for a mix of housing, retail, service, office and complementary uses at a **low scale and density** (see illustration).

Highrise Office
The purpose is to provide a mix of office, housing, retail, service and complementary uses with a focus on office uses at **high scale and density** (see illustration).



Highest scale and density



High scale and density



Middle scale and density

From: [Rousseau, Gwen](mailto:Rousseau.Gwen)
To: morse.lin@da-li.us
Cc: Comp.Plan.2044; Steve.Chianglin@da-li.us
Subject: Inquiry on Bellevue Land Upzoning and Regulations
Date: Monday, April 1, 2024 1:16:00 PM
Attachments: [image001.png](#)

Hello,

Thank you for reaching out. No decisions have been made regarding land policy or land use regulations yet. The Planning Commission has begun reviewing land use policy updates and is anticipated to make a recommendation to the City Council at the end of June or early July. City Council adoption of the updated Comprehensive Plan is anticipated by September of this year.

After the Plan has been adopted, staff will begin developing draft land use code amendments and bring them forward to the Planning Commission and then to City Council. For BelRed, it is anticipated that new land use regulations would be adopted by mid-2025.

Four different land use alternatives were analyzed during the environmental review for the Comprehensive Plan Periodic Update. Different average achieved FAR assumptions were made under each alternative for your parcels of interest as follows:

Alternative	282505-9106			282505-9090		
	Land Use Designation	Average Achieved FAR	Height	Land Use Designation	Average Achieved FAR	Height
No Action	BR-MO	0.8	70	BR-MO	0.8	70
Alt 1	BR-MO	0.8	70	BR-MO-H2	5.2	250
Alt 2	BR-MO-H-1	4.0	160	BR-MO-H2	5.2	250
Alt 3	BR-MOR-H-1	4.0	160	BR-MOR-H-2	5.2	250
Pref Alt	BR-MOR-H-1	4.0	160	BR-MOR-H-2	5.2	250

For the BR-MOR designations, it was anticipated that a portion of the area would be allowed to develop as residential use.

Please note, the purpose of the environmental review is to provide decision makers with information about potential impacts so that they can decide what land use designations would be best. You can learn more about the environmental review at this link: [Bellevue 2044 Environmental Review | City of Bellevue \(bellevuewa.gov\)](https://www.bellevuewa.gov/2044-Environmental-Review).

The Planning Commission will be reviewing the full draft of the recommended update to the BelRed Subarea Plan in May. You can find information about past and upcoming meetings on the BelRed Look Forward webpage here: [BelRed Look Forward | City of Bellevue \(bellevuewa.gov\)](https://www.bellevuewa.gov/belred-look-forward)

Please let me know if you have any questions or need any additional information.

Thank you,
Gwen

From: morse.lin <morse.lin@da-li.us>
Sent: Wednesday, March 27, 2024 8:59 AM

To: Comp Plan 2044 <CompPlan2044@bellevuewa.gov>
Cc: Steve.Chianglin <Steve.Chianglin@da-li.us>
Subject: Inquiry on Bellevue Land Upzoning and Regulations

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

Dear Sir/Madam,

I am writing to request information about two parcels that are currently on the market. I have learned that the land in Bellevue will be upzoned in the Comprehensive Plan 2044, and I am curious to know the future land use regulations of these two parcels, including the base and max FAR, and building height limitations.

The parcels' details are as follows:

Addresses: 1632 116th NE and 1700 116th NE
Parcel Numbers: 282505-9106 & 282505-9090
Current Zone: BR-MO

I would be grateful if you could provide me with the critical information I need. Your assistance would be highly appreciated.

Thank you for your time and attention. I look forward to hearing from you soon.

Best regards,



Morse

DA LI Development USA LLC

e. morse.lin@da-li.us

Office. 206-618-9361

Direct. 206-670-8272

450 S Main St, Suite 168, Seattle, WA 98104 USA

Gwen Rousseau, AICP

Pronouns: She/her

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

Note: My working hours are typically between 8:30AM – 5:30PM. My teleworking days are typically Tuesdays and Fridays.

Diversity, Inclusion and Belonging Drive Innovation

When we limit who can contribute, we in turn limit what problems we can solve.

- *Diversity* is having a seat at the table.
- *Inclusion* is having a voice.
- *Belonging* is having that voice be heard.

April 7, 2024

Planning Commission
City of Bellevue
450 110th Avenue NE
Bellevue, WA 98004

Via E-Mail

PlanningCommission@bellevuewa.gov

Re: 04.10.2024 Study Session regarding the BelRed Look Forward CPA: Environmental Policy, Park and Open Space, and Transportation Policy Amendments
Comments from Sternoff LLC

Dear Planning Commission,

Thank you for your good work pursuing updates to the Comprehensive Plan and efforts to engage the public. Our client, the Sternoff family, owns approximately 2.7 acres located at 1750 124th Avenue NE (“Sternoff Property”) in the heart of the BelRed study area (see Exhibit A). The site is nearly 100% impervious surface with a mix of industrial buildings built in the 1980s and vast surface parking to support it. The Sternoff Property is less than 1,000 feet from the Spring District Light Rail Station and there is a real opportunity to provide dense residential development in a manner that also improves the ecological function of the site. As you consider changes to the Comprehensive Plan, we offer the following comments.

Throughout the city’s SEPA process, through the end of the DEIS comment period on June 12, 2023, the Sternoff Property was identified with the proposed zoning designation of BR-RC-H-2 providing for the potential to build residential towers up to 25 stories in height. Since this approach provides the best opportunity to build density within 1,000 feet of light rail, while also reducing impervious surface, we were and remain supportive of this effort. As noted in the letter from CMRE Partners, on behalf of the Sternoff family, on June 23, 2023 (attached), we were concerned that on June 16, 2023 a new map emerged showing the Sternoff Property as RB-RC-H-1 which reduced the proposed height to 16 stories. However, we are now heartened to see the more recent comprehensive plan maps which designate the Sternoff Property as “FUTURE_LU Highrise Residential Mixed Use.”

	<p>Highrise Residential Mixed Use</p>	<p><i>The purpose is to provide primarily housing with a mix of retail, service, office and uses that compliment with a focus on housing at a high scale and density.</i></p>	<p><u>EIS</u></p> <ul style="list-style-type: none"> • BR-RC-H-1 – BelRed Residential-Commercial, Highrise 1 • BR-RC-H-2 – BelRed Residential-Commercial, Highrise 2 • RC-H-1 – Residential-Commercial, Highrise 1 • RC-H-2 – Residential-Commercial, Highrise 2
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We also appreciate staff's indication that since the H-2 designation was evaluated during the SEPA process that such a designation would be acceptable in the final zoning.

As it relates to the recommended environmental policy, open space, and transportation policy amendments, we remain very supportive of many provisions. For example, we strongly support:

- New S-BR-2: "Minimize the environmental impacts of population and employment growth and leverage opportunities provided by redevelopment to improve ecological function and resilience."
- New S-BR-51: "Develop parks, trails and open spaces of various sizes and types in different settings to allow for a diversity of complementary activities that meet the broad park and recreation needs of BelRed's residents, workers, and visitors."
- New S-BR-78: "Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation network that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region."

As you evaluate additional revisions to the Comprehensive Plan, we ask that you consider the following:

- Provide additional incentives to redevelopment in the BelRed subarea that will result in net benefit to ecological function.
- Provide flexibility in the Critical Areas Ordinance to address site-specific conditions. Such flexibility could include wetland and stream buffer averaging, steep slope relief (particularly for human-made slopes), and deviation from requirements if the net ecological benefit is improved.
- For New Policy S-BR-54, consider revising as follows: "Along the West Tributary, develop parks using city-owned land and expand parks and open space land in the corridor."

Regarding the Sternoff Property, redevelopment of the site into tall residential towers will provide density within walking distance to the light rail station and, at the same time, it will significantly reduce the impervious footprint of the site, resulting in a far better ecological condition than existing. Left undeveloped, the site remains nearly three acres of industrial concrete in the heart of the BelRed corridor.

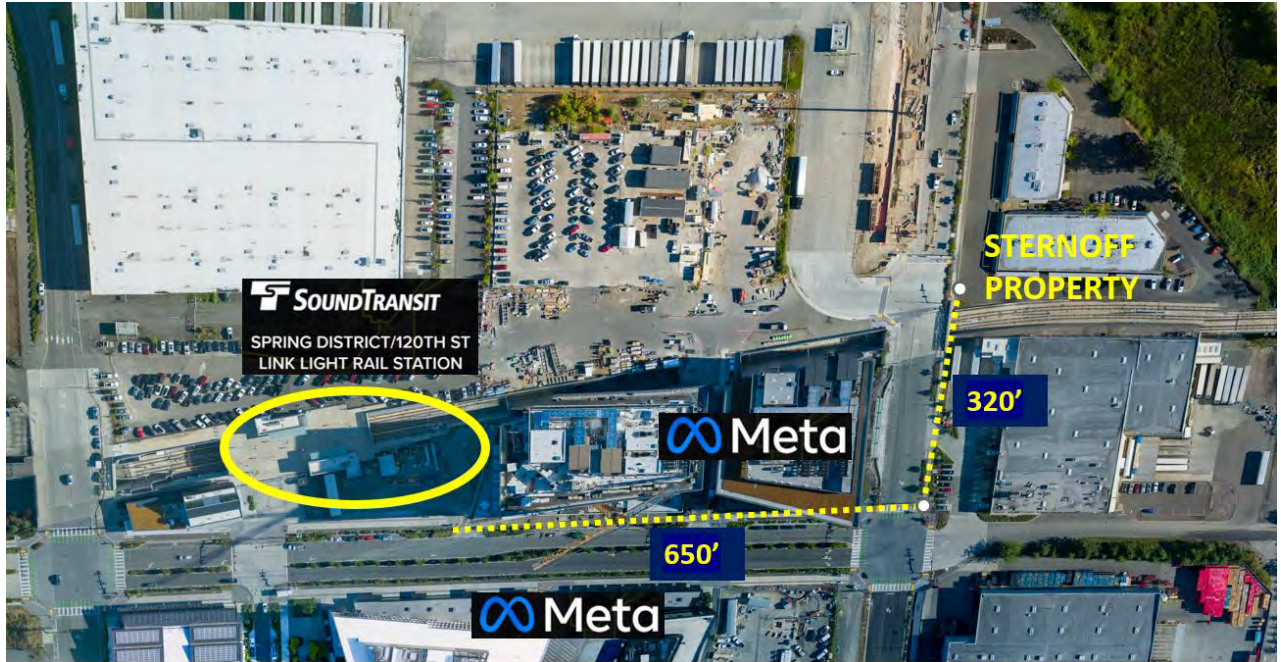
We look forward to continuing to work with the City of Bellevue on the next stages of the Comprehensive Plan Periodic Update. Please do not hesitate to reach out to us if you have any questions. Thank you for your consideration.

Sincerely,

/s

Jessica Clawson

Exhibit A



McCULLOUGH HILL PLLC

April 9, 2024

Bellevue Planning Commission
450 110th Avenue NE
Bellevue, WA 98040
planningcommission@bellevuewa.gov

VIA EMAIL

Re: Bel-Red Comp Plan policies—Streams, Open Space, Transportation

Dear Commissioners:

Thank you for the opportunity to comment regarding the Bel-Red Comprehensive Plan policies. I represent landowners of a large assemblage at the corner of 132nd and Spring Boulevard. The following are our comments regarding the policies you are reviewing this evening:

- Please balance proximity to light rail, needed housing, and density with restoration of streams and habitats. To put it another way, if extensive stream buffer requirements are put in place, it will be not be possible to develop many lots within walking distance of light rail. As a result, Bel-Red will remain what it is today, which is a lot of surface parking lots draining directly into damaged habitats. Ensure Bel-Red policies are reflective of this necessary balance of housing goals and ecological outcomes, rather than off-the-shelf required buffer widths.
- Consider new development as the “vehicle” through which the City will achieve stream restoration. Extraordinary incentives will be required for developers to be able to afford the type of ecological restoration desired.
- We appreciate the flexibility built in for the new road grid, and the prioritization of pedestrians. Similar flexibility should be built into the goals for streams and open space.
- Development agreements that allow and increase the flexibility of certain zoning standards should be encouraged in Bel-Red.

With these themes in mind, please consider the following edits / comments to the policies:

- S-BR-2. Add: “including incentivizing private redevelopment to align and achieve desired outcomes through public-private strategies or Development Agreements”
- S-BR-46. Add: “including ‘super bonus’ for stream restoration and protection added to FAR Amenity Standards Chart 20.25D.090.C”
- S-BR-98. Add: “including incentivizing private redevelopment to align and achieve desired outcomes through public-private strategies or Development Agreements”
- S-BR-82. Add “where feasible in the context of redevelopment”
- S-BR-92. Add: “including incentivizing private redevelopment to align and achieve desired outcomes through public-private strategies or Development Agreements”

We appreciate the opportunity to comment. Please do not hesitate to contact me should you have any questions regarding this matter.

Sincerely,

Jessie Clawson

From: [Charlie Bauman](#)
To: [Rousseau, Gwen](#)
Cc: [King, Emil A.](#)
Subject: RE: Bel-red stream and road policies
Date: Wednesday, April 10, 2024 12:11:04 PM
Attachments: [image001.png](#)
[image002.png](#)

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

Great, thank you Gwen!

Charlie Bauman
425-802-3352

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Wednesday, April 10, 2024 11:35 AM
To: Charlie Bauman <charlie@gtcptl.com>
Cc: King, Emil A. <EAKing@bellevuewa.gov>
Subject: RE: Bel-red stream and road policies

Thank you for your feedback, Charlie.

Regarding your question about the critical areas ordinance update, Nick Whipple is the City's Code and Policy Director and would be one of the leads. Which environmental planner and consultant would be chosen has not been determined yet. Pre-launch work on that initiative is planned to get underway in the latter part of this year for the project to launch in 2025.

Thank you,
Gwen

From: Charlie Bauman <charlie@gtcptl.com>
Sent: Wednesday, April 10, 2024 9:39 AM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>
Subject: Bel-red stream and road policies

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

Gwen, Emil – Happy Spring! I just wanted to send a few thoughts on the environment and transportation policies for Bel-Red that you'll be sharing with PC tonight.

First and foremost, I think these policy changes are a big improvement and provide quite a bit more flexibility for critical areas and street grids, which you know have been my hot button issues. Thank you for listening! I really appreciate it.

On critical areas, I agree that the simplification of the policies in the subarea plan, especially the revised policy S-BR-46, is a big improvement. Relying on existing Comp Plan policies like CL-96 is excellent, and should allow the best available science to prevail and be applied to various sites. Having enough flexibility in CA standards to adapt to varying site conditions, while still allowing development is the goal. The update of the CA ordinance in early 2025 will be a key next step, and I will be very closely engaged with that process.

I'd also like to pick both of your brains on how you think the CA ordinance update will unfold over the coming year, especially since Liz is leaving. Who will be leading the charge (is that you Gwen? Nick Whipple? Reilly Pittman?). And will NW Hydraulic be selected again as the city's consultant for that work? I'll follow up in a couple weeks.

On transportation, the changes to S-BR-80 and the addition of S-BR-81 are great. In a perfect world I'd love for S-BR-81 to make clear that some sites will need significant flexibility in the grid to be feasible, but I understand that is difficult to build into the high-level policies. The intent for flexibility is clearly there and I am happy to make our case once we are in development review.

On open space, I fully support the intent here. The open space priorities, especially around the 130th station, are closely tied to the stream policies, and our site will be a big factor in making the vision behind these policies come to life. Sharing a couple snippets below to remind of what we have in mind.

Thanks again for all your hard work to date. I'll be in touch soon. Best.





Charlie Bauman
GT Capital
(425) 802-3352
charlie@gtcptl.com ← Note my new email address

From: [Adam Rosen](#)
To: [PlanningCommission](#); [Rousseau, Gwen](#); [Johnson, Thara](#); [McDonald, Kevin](#); [King, Emil A.](#)
Cc: [Abigail Pearl DeWeese](#); [Mason Ward](#); [Doug Rosen](#)
Subject: Re: Comments on Proposed Bel-Red Comprehensive Plan Policies
Date: Wednesday, April 10, 2024 8:41:03 AM

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Dear Chair Bhargava, Vice Chair Goepple, and Commissioners,

Thank you for your continued hard work reviewing Bellevue’s Comprehensive Plan update. We own the Safeway Bottling Plant property in Bel-Red that is immediately across 124th from the Spring District and its light rail station that will open later this month. As Bel-Red changes, we hope to be a part of its continued transition to a regional destination and a thriving mixed-use neighborhood.

We have reviewed the proposed Parks and Open Space, Transportation, and Implementation Comprehensive Plan Amendments for Bel-Red. On the whole, we think the proposed updates successfully achieve the Commission’s prior direction to “recognize the need for flexibility” and “adopt an all-of-the-above strategy to support new development.” We particularly support the added flexibility in implementation of the local street grid reflected in S-BR-81 as we recognize the street grid has been identified by others as a significant barrier to development.

Our own site has excellent proximity to light rail, and will also be adjacent to the future final segment of the Spring Boulevard expansion between 124th and 130th. As you may know, the City has published design alternatives for this Spring Boulevard segment, and expansion design Alternative 1 received by far the most community support in the City’s [survey open house last year](#). This design Alternative separates travel modes and provides greenspace for a park-like atmosphere. The proposed Bel-Red policies support this Spring Boulevard design Alternative 1, but are also confusing in that they speak to “open spaces” in the right-of-way that do not clearly tie to the designs the City has shared. We assume the City intends for the “open spaces” associated with Spring Boulevard that are referenced in the policies to reflect the fact that the 124th to 130th segment of Spring Boulevard runs through Bellevue Parks-owned property (the parcels at 12520-12525 NE 14TH ST), and this is an excellent opportunity to connect multimodal users to future parks. We think this makes good sense. But, given competing City interests to see development occur for jobs and housing, we don’t think it makes good sense to expand right of ways for significant open spaces along the entirety of the Spring Boulevard. We therefore recommend the following policy clarifications:

New Number	Proposed Text	Suggested Revised Text
S-BR-56:	Develop a series of open spaces adjacent or near the Spring Boulevard multi-modal corridor to accommodate green	Develop a series of open spaces <u>on Bellevue Parks property</u> adjacent or near the Spring Boulevard multi-modal corridor to accommodate green infrastructure, connect

	infrastructure, connect park spaces, create active transportation access between districts, and connect to other trail systems and to light rail stations.	park spaces, create active transportation access between districts, and connect to other trail systems and to light rail stations.
S-BR-79:	Extend Spring Boulevard as a multi-modal corridor that includes vehicular, transit, and transportation modes to serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces, and environmental sensitive design features.	Extend Spring Boulevard as a multi-modal corridor that includes vehicular, transit, and transportation modes to serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces <u>where the road intersects Bellevue Parks property</u> , and environmental sensitive design features.

Thank you again for your service to the City. I look forward to engaging with you further as the Bel-Red Comprehensive Plan Amendments and Look Forward advance.

Sincerely,

Adam Rosen
Alco Investment Company
206-349-5391

From: [Maria Lau Hui](#)
To: [Rousseau, Gwen](#)
Cc: [Evolution Studios](#); [Sandy Vo](#); [MacDonald, Scott](#); [Battin, Apryl](#); [Hoffman, Lorie](#)
Subject: Re: Upcoming Planning Commission meeting plus request for BelRed Arts District images
Date: Monday, April 22, 2024 11:18:04 AM

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

Hi Gwen,

Thank you so much for your info on the Planning Commission's upcoming meeting this week. We are busy with the Sound Transit BelRed Station Opening Celebration prep work, so we may not have time to show up in person. But we look forward to hearing the recommendations later. Thank you for sharing!

And our team will look for a few higher resolution images for you; will 6 images be enough? We will get them to you as soon as we can.

Wishing you a good day!

Best,
Maria

On Fri, Apr 19, 2024 at 9:34 AM Rousseau, Gwen <GRousseau@bellevuewa.gov> wrote:

Hi Maria, Sandy and Eden,

Hope you all are well!

First, next Wednesday (4/24) the Planning Commission will be reviewing the Arts Commission recommended Arts, Culture, and Creativity policies along with updates to the BelRed Vision, and housing and urban design policies. If you are interested, you can attend either virtually or in person. See the city's [Planning Commission webpage](#) for the zoom link, passcode, and for information on how to sign up to provide oral comment.

Second, might you be able and willing to provide photo/images that could be used both in the presentation and/or in the Subarea Plan itself? Attached are some of the images I have been using, but thought you might have higher resolution images that would be better for the plan.

Thank you!

Gwen

Gwen Rousseau, AICP

Pronouns: She/her

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

Note: My working hours are typically between 8:30AM – 5:30PM. My teleworking days are typically Tuesdays and Fridays.

Diversity, Inclusion and Belonging Drive Innovation

When we limit who can contribute, we in turn limit what problems we can solve.

- *Diversity* is having a seat at the table.
- *Inclusion* is having a voice.
- *Belonging* is having that voice be heard.

Name: [Luisa Lopez](#)
To: [Luisa Lopez](#)
Cc: [Luisa Lopez](#), [Luisa Lopez](#), [Luisa Lopez](#)
Subject: [Luisa Lopez](#)

These are wonderful! Thank you all so much!

From: Luisa Lopez <luisa.lopez@luisalopez.com>
Sent: Tuesday, April 23, 2024 4:29 PM
To: Luisa Lopez <luisa.lopez@luisalopez.com>
Cc: Maria Mar <maria.mar@maria.com>
Subject: In Red Arts District Photos

OPTIONAL LINK: Network Enable communication is important to us. We're looking for good photos. Do not click or open suspicious links or attachments.

Hi Green,

We hope this finds you well. Please have a look at the attached photos, feel free to use any of them, they all belong to the Community Alliance. I will send several additional as back up in case you have duplicates.

Thank you so much for everything you do, we really appreciate it. Have a great day and enjoy the nice weather.

Best regards,
Edwin and team









From: [Andy Bench](#)
To: [PlanningCommission](#); [King, Emil A.](#); [Johnson, Thara](#); [Rousseau, Gwen](#); [Whipple, Nicholas](#)
Subject: Comments on Bel-Red Subarea Plan Policy Amendments
Date: Wednesday, April 24, 2024 7:50:51 AM

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

Dear Chair Bhargava and Commissioners,

As you know, we have developed and continue to own much of The Spring District. We are closely tracking the Bel-Red Look Forward and the associated Subarea Plan Policy Amendments as these play an important role in shaping the future of Bel-Red and our remaining blocks to be developed in the District.

We have reviewed the changes City staff have recommended in the “Housing”, “Urban Design”, and “Arts, Culture, and Creativity” policies. In general, we support the proposed changes.

However, we request you consider updating existing Urban Design policy S-BR-38 (new policy S-BR-18) to incorporate the concept of development flexibility. The existing Bel-Red Land Use Code has insufficient flexibility for the City to approve development standard deviations to support interesting and varied design. On our Blocks 5 and 6 projects, for example, we had to seek **variances from the upper-level setback requirements** to achieve the proposed designs that incorporated unique angular façades. This process was inefficient and carried extra entitlement risk. We proceeded because we were committed to NBBJ’s design, but a Code flexible enough to accommodate development standard deviations efficiently would encourage other developers to pursue interesting designs as well. The Urban Design policies should also reflect the need for flexibility as they play an important role in setting the principles that must be incorporated in the Code.

We recommend the following addition to the policy language to reinforce the need for flexibility. Please request this change in your comments:

Old S-BR-38 (New SB-BR-18): “Encourage diversity in the built environment through a variety of building heights and forms, building articulation and modulation. Encourage building rooflines and floorplates that break down the scale of buildings, help to differentiate Bel-Red from Downtown, and enhance the architectural variety of the area. Provide administrative flexibility to deviate from building standards to achieve these goals.”

Thank you for your work on the Commission on behalf of the City.

Sincerely,

Andy Bench
President
Wright Runstad & Company

From: [Rousseau, Gwen](#)
To: [Sadaf Quddusi](#); [Abe, Linda](#)
Subject: RE: Affordable Housing Incentives and Mass Timber incentives
Date: Tuesday, May 7, 2024 8:23:00 AM
Attachments: [image001.png](#)

Sounds good, Sadaf. To sign up for alerts, please visit the [project webpage here](#) and click on “Alerts.”

From: Sadaf Quddusi <sadafq@ankrommoisan.com>
Sent: Monday, May 6, 2024 12:54 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>; Abe, Linda <LAbe@bellevuewa.gov>
Subject: RE: Affordable Housing Incentives and Mass Timber incentives

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Ok thank you. And yes, I would like to sign-up to provide my feedback.

Sadaf Quddusi

SHE / HER

SENIOR ASSOCIATE, CSBA, LEED AP
O +1 (206) 576-1600 | D +1 (206) 576-1641

Ankrom Moisan
Architecture Interiors Planning Brand
ankrommoisan.com

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Monday, May 6, 2024 12:36 PM
To: Sadaf Quddusi <sadafq@ankrommoisan.com>; Abe, Linda <LAbe@bellevuewa.gov>
Subject: Re: Affordable Housing Incentives and Mass Timber incentives

Implementation of the plan will occur with the update to the land use code, which is expected to be completed by mid-2025.

Get [Outlook for iOS](#)

From: Sadaf Quddusi <sadafq@ankrommoisan.com>
Sent: Monday, May 6, 2024 12:07:51 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>; Abe, Linda <LAbe@bellevuewa.gov>
Subject: RE: Affordable Housing Incentives and Mass Timber incentives

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Will the Height increase from 150' to 250' be implemented by September?

Sadaf Quddusi

SHE / HER

SENIOR ASSOCIATE, CSBA, LEED AP
O +1 (206) 576-1600 | D +1 (206) 576-1641

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Architecture Interiors Planning Brand
ankrommoisan.com

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Monday, May 6, 2024 12:06 PM
To: Sadaf Quddusi <sadafq@ankrommoisan.com>; Abe, Linda <LAbe@bellevuewa.gov>
Subject: RE: Affordable Housing Incentives and Mass Timber incentives

The Comprehensive Plan and BelRed Subarea Plan are going through their final reviews with the Planning Commission now through the end of June with Council adoption anticipated by the end of September. The Land Use Code Update is expected to be completed by mid-2025.

Gwen

From: Sadaf Quddusi <sadafq@ankrommoisan.com>
Sent: Monday, May 6, 2024 12:03 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>; Abe, Linda <LAbe@bellevuewa.gov>
Subject: RE: Affordable Housing Incentives and Mass Timber incentives

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

Thanks Gwen- What is the timeline for this update?

Sadaf Quddusi

SHE / HER

SENIOR ASSOCIATE, CSBA, LEED AP
O +1 (206) 576-1600 | D +1 (206) 576-1641

Ankrom Moisan
Architecture Interiors Planning Brand
ankrommoisan.com

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Monday, May 6, 2024 11:59 AM
To: Abe, Linda <LAbe@bellevuewa.gov>; Sadaf Quddusi <sadafq@ankrommoisan.com>
Subject: RE: Affordable Housing Incentives and Mass Timber incentives

Hi Sadaf,

The existing land use code for the BelRed Subarea includes an FAR amenity incentive system that provides bonus FAR for affordable housing and LEED Gold or Platinum certification. You can read about it here: <https://bellevue.municipal.codes/LUC/20.25D.090>.

We are currently updating the City's Comprehensive Plan, including the BelRed Subarea Plan. Staff have recommended increasing maximum FAR (from 4 to about 6) and height (from 150' to about 250') allowed under the incentive system. You can learn more about the update on the BelRed Look Forward [project webpage here](#).

After the subarea plan is adopted, the Land Use Code for BelRed will be updated, which will include an update to the FAR Amenity Incentive System. During that update, a more specific incentive for mass timber could be considered. I would recommend signing up to receive updates on the project webpage so that you could engage and provide feedback going forward.

Please let me know if you have any questions or need any additional information.

Thank you,
Gwen

From: Abe, Linda <L.Abe@bellevuewa.gov>
Sent: Monday, May 6, 2024 11:34 AM
To: Sadaf Quddusi <sadafq@ankrommoisan.com>
Cc: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: RE: Affordable Housing Incentives and Mass Timber incentives

Hi Sadaf,

Great questions! I'm going to refer you to Gwen Rousseau, the Senior Planner who is currently working on the updates to the BelRed area plan.

Thanks,
Linda



Linda Abe

Affordable Housing Planning Manager, City of Bellevue
labe@bellevuewa.gov | [425-452-4853](tel:425-452-4853) | BellevueWA.gov

From: Sadaf Quddusi <sadafq@ankrommoisan.com>
Sent: Monday, May 6, 2024 10:27 AM
To: Abe, Linda <L.Abe@bellevuewa.gov>
Subject: Affordable Housing Incentives and Mass Timber incentives

You don't often get email from sadafq@ankrommoisan.com. [Learn why this is important](#)

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

Hi Linda- We are working on a few feasibility studies in the Bel-Red area. And were wondering if the city is offering any incentives for the project go Highrise-mass timber? Additionally are there any incentives for affordable housing in Bellevue?

Thanks.

Sadaf Quddusi

SHE / HER

SENIOR ASSOCIATE, CSBA, LEED AP

O +1 (206) 576-1600 | D +1 (206) 576-1641

Ankrom Moisan

Architecture Interiors Planning Brand

ankrommoisan.com

From: [Charlie Bauman](#)
To: [PlanningCommission](#)
Cc: [Rousseau, Gwen](#); [King, Emil A.](#); [Johnson, Thara](#)
Subject: BelRed Look Forward comments for May 8th meeting
Date: Wednesday, May 8, 2024 3:23:27 PM

Some people who received this message don't often get email from charlie@gtcptl.com. [Learn why this is important](#)

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Dear Planning Commissioners,

I share these comments regarding the study session of the Bel-Red Look Forward policies and land use map which will be discussed tonight.

Many of these comments have been shared before, and I also share these on behalf of the Bel-Red Property Group, which is a collection of stakeholders who own 85 properties throughout Bel-Red, totaling more than 135 acres, including nearly 70% of the land within ¼ mile of the 130th light rail station.

Overall, I'd encourage the Planning Commission to support the Bel-Red Subarea Policy Amendments as drafted, along with the current Bel-Red Subarea Land Use Map.

The policies and land use map reflect nearly 2-years of Staff's diligent engagement with the public and property owners to understand what types of policy and land use designation changes are needed to best position properties to redevelop into much needed housing. Staff's determination of priorities for the Bel-Red Subarea (listed below) are a great reflection of this process and will help set Bel-Red on the path to future housing production.

- 1. Extend areas designated for high intensity development i.e. station area nodes,*
- 2. Increase allowed height and FAR within the station area nodes, and*
- 3. Expand area designated for residential mixed use development.*

The majority of Bel-Red property owners are anxious to move on to the zoning code drafting, which will be a very detailed and lengthy process, and which will ultimately govern the size and form of what can be built in these areas.

I support the current policies and land use map, and request that the Planning Commission support these as well to continue advancing the process.

Thank you all for your time.

Charlie Bauman
GT Capital
(425) 802-3352
charlie@gtcptl.com

From: wei@winsoninvestment.com
To: [Rousseau, Gwen](#)
Subject: Re: Link to Future Land Use Map
Date: Thursday, May 9, 2024 2:40:41 PM
Attachments: [Outlook-vhbsatrg.png](#)

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Hi Gwen,

Thank you for sharing the link to the draft Future Land Use Map and the update regarding the future steps. It was nice to see you last night as well. I am very appreciative of the great works your team has done. It's indeed a great win for the future of Bellevue!

I will review the draft map. If I have any questions or require further information, I will be sure to reach out.

Thanks again for keeping me informed.

Best regards,

Wei Zhang
President

t: +1 425 732 2530

a: 1800 136th PI NE, Suite 200, Bellevue, WA 98005

w: winsoninvestment.com



From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Thursday, May 9, 2024 2:29 PM
To: wei@winsoninvestment.com <wei@winsoninvestment.com>
Subject: Link to Future Land Use Map

Hello Wei,

Good to see you yesterday evening.

Here is [a link to the draft Future Land Use Map](#) that was presented to Planning Commission last night. Please note that it does not include their direction to change the area north of NE 20th Street and

west of 148th Ave NE to Highrise Residential. The new map will be published along with the Notice of Public Hearing on May 30 provided the Planning Commission gives us direction to move forward and schedule a public hearing.

Please let me know if you have any questions or need any additional information.

Thank you,
Gwen

Gwen Rousseau, AICP

Pronouns: She/her

Senior Planner, Community Development, City of Bellevue

grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

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From: [Rousseau, Gwen](#)
To: [Abigail Pearl DeWeese](#); [King, Emil A.](#); [Neal Mulnick](#)
Cc: [Johnson, Thara](#)
Subject: RE: Bel-Red Mountvue Place LLC Property (14506 NE 20TH ST)
Date: Tuesday, May 14, 2024 5:00:00 PM

Hi Abbey,

We do not see any issues with the High Residential Mixed Use designation moving forward in terms of the environmental review. For the DEIS, we analyzed an equivalent FAR with a higher percentage of commercial development, which would have a greater impact than the residential mixed use designation.

Thank you,
Gwen

From: Abigail Pearl DeWeese <abigail.deweese@hcmp.com>
Sent: Friday, May 10, 2024 5:05 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>; Neal Mulnick <neal@clover.capital>
Subject: Bel-Red Mountvue Place LLC Property (14506 NE 20TH ST)

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

Hi Gwen and Emil,

We just wanted to follow up briefly on the Planning Commission's FLUM discussion this week on Bel-Red. We understood their vote to change the proposed designation of the Mountvue Place LLC property and the surrounding sites to "Highrise Mixed Use Residential" from "Midrise Mixed use." The Owners, represented by Neal (copied), support this change. Can you let us know if you see any issues with it moving forward?

We'd observe that although the EIS didn't specifically contemplate this FLUM designation for the site, we think the City could very reasonably determine that the EIS study was broad enough to cover it for the following reasons, and there are likely other relevant reasons why the EIS study was sufficiently broad too:

- **The EIS Growth Assumptions were Extremely Conservative.** As explained throughout the EIS, environmental analysis used assumptions that are intentionally "conservative," or even "very conservative." *See id.* at 11-2, 12-1, N-14, N-92, N-461, N-467, N-475, N-539 and N-547 ("conservative"); 11-95 and N-346 ("very conservative.").
 - The critical conservative assumption is that the City will complete full build-out of all development capacity allowed under the Future Land Use Map by 2044, which is probably functionally impossible. It is understood that the growth targets are only a small subset of the amount of growth capacity, and the actual growth will depend on

market conditions as well. Many sites – and probably most sites – will not be developed to the full capacity authorized by the Future Land Use Map within the time period studied, for any number of reasons, so this map change likely has a *de minimis* impact on the total growth assumptions, and certainly the growth that will actually occur still falls within what the EIS studied.

- There may be other offsetting map changes. You’re probably best suited to evaluate this right now, but I expect that there are other changes (both increases and decreases) compared to the Preferred Alternative map, and they could offset this density increase.

- **Impacts of The 7-Story Height Change are the Same as Impacts Already Disclosed in the EIS.**

The FEIS’s analyzed BR-MU-M designation for the site is characterized by “Mix of housing, retail, office, & services in midrise buildings generally up to 9 stories.” P. 2-11. The Commission’s recommended designation of Highrise Mixed Use Residential contemplates residential highrise towers including ground floor active uses up to around 16 stories.” The delta is seven stories in height.

- The highly urbanized immediate vicinity of this property appears to contain no residential uses, parks, or other features that would be negatively impacted by additional shadow. The EIS observed that impacts would occur from shadows, views, light and glare, and these are the same impacts that would result from the additional height, so they’re already disclosed.
- No marginal additional traffic impacts are likely, because this location is characterized by excellent access to the street grid and SR-520, and proximity to transit, as the Commission observed in designating this area for higher density. Plus, the traffic analysis assumed full build-out, so again, it’s extremely conservative. Also, the highest possible buildout of 16 stories under the new FLUM designation would be in residential use, rather than the office and services uses previously proposed to be allowed up to 9 stories under the BR-MU-M scenario analyzed in the FEIS’s FLUM. Residential users have demonstrably lower per-square-foot traffic impacts than commercial uses, meaning that the seven-story delta would be partially (or fully) offset by the reduced transportation density of the first 9 stories of the structure.

Again, it’d be great to hear from you if you have any concerns with the Planning Commission’s recommendation. I hope you both have a wonderful (and sunny!) weekend.

All the best,

Abbey

Abigail Pearl DeWeese

Hillis Clark Martin & Peterson P.S.

999 Third Avenue | Suite 4600 | Seattle, WA 98104

d: 206.470.7651 | 206.623.1745 | f: 206.623.7789

abigail.pearl@hcmp.com | www.hcmp.com | [vCard](#) | [view my bio](#)

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From: [Rousseau, Gwen](#)
To: [Abigail Pearl DeWeese](#); [King, Emil A.](#); [Johnson, Thara](#)
Subject: RE: Bel-Red Policies Discussion This Week
Date: Monday, May 13, 2024 4:57:00 PM

Hello Abbey,

Apologies for the delay in getting back to you. The map of the BelRed Arts District Intensive Area is included on **page 38** of draft BelRed Subarea Plan, which is available here: [Draft BelRed Subarea Plan](#).

Map UD-1 has also been updated and is available on **page 201** of the draft Comprehensive Plan here: [Draft Bellevue 2044 Comprehensive Plan \(bellevuewa.gov\)](#)

Thanks,
Gwen

From: Abigail Pearl DeWeese <abigail.deweese@hcmp.com>
Sent: Monday, April 22, 2024 10:48 AM
To: King, Emil A. <EAKing@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: Bel-Red Policies Discussion This Week

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Hi Bellevue Team –

I've looked through the Bel-Red policies updates at the PC this week. I have two questions on the materials that I'm wondering if you could help clarify:

1. Is there a figure that shows the boundaries of the Bel-Red Arts district? I didn't see one in the agenda materials, and I see it's just labeled without boundaries in the current Subarea Plan Figure S-BR-1.
2. Similarly is there an updated Map UD-1 available, or is this anticipated to be the same map as in the current Comp Plan?

Thanks!

Abbey

Abigail Pearl DeWeese
Hillis Clark Martin & Peterson P.S.
999 Third Avenue | Suite 4600 | Seattle, WA 98104
d: 206.470.7651 | 206.623.1745 | f: 206.623.7789

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From: [Rousseau, Gwen](#)
To: [Abigail Pearl DeWeese](#); [King, Emil A.](#); [Neal Mulnick](#)
Cc: [Johnson, Thara](#)
Subject: RE: Bel-Red Mountvue Place LLC Property (14506 NE 20TH ST)
Date: Tuesday, May 14, 2024 5:00:00 PM

Hi Abbey,

We do not see any issues with the High Residential Mixed Use designation moving forward in terms of the environmental review. For the DEIS, we analyzed an equivalent FAR with a higher percentage of commercial development, which would have a greater impact than the residential mixed use designation.

Thank you,
Gwen

From: Abigail Pearl DeWeese <abigail.deweese@hcmp.com>
Sent: Friday, May 10, 2024 5:05 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>; Neal Mulnick <neal@clover.capital>
Subject: Bel-Red Mountvue Place LLC Property (14506 NE 20TH ST)

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Again, it’d be great to hear from you if you have any concerns with the Planning Commission’s recommendation. I hope you both have a wonderful (and sunny!) weekend.

All the best,

Abbey

Abigail Pearl DeWeese

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From: [TSD Management](#)
To: [Rousseau, Gwen](#)
Cc: [Linda Hoffner](#)
Subject: FW: Spring District Art - crediting artists - a request for permission to use photo
Date: Tuesday, May 21, 2024 1:12:30 PM
Attachments: [image002.png](#)

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Hi Gwen,
I am thrilled you would like to use my photo.

Thank you.

Have a great afternoon.

Georgia Congleton, CMCP™
Wright Runstad & Company
Cell: (425) 503-9649

From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Tuesday, May 21, 2024 11:59 AM
To: TSD Management <tsdmgmt@wrightrunstad.com>
Subject: RE: Spring District Art - crediting artists - a request for permission to use photo

You don't often get email from grousseau@bellevuewa.gov. [Learn why this is important](#)

Hello,

Might the City of Bellevue have permission to use the attached photo found on your Facebook page in the updated BelRed Subarea Plan?

Please let me know if you have any questions.

Thank you,
Gwen

Gwen Rousseau, AICP

Pronouns: She/her

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

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When we limit who can contribute, we in turn limit what problems we can solve.

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- *Inclusion* is having a voice.
- *Belonging* is having that voice be heard.

From: Rousseau, Gwen
Sent: Tuesday, May 14, 2024 7:16 PM
To: tsdmgmt@wrightunstad.com
Subject: Spring District Art - crediting artists

Hello,

Could someone tell me who created the Daisy Wall at Sparc Apartments and the pebbled walkway along the through block connection behind the GIX building? We are including images of both within the updated BelRed Subarea Plan and would like to give the artists credit.



Thank you,
Gwen

Gwen Rousseau, AICP

Pronouns: She/her
Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

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From: [Charlie Bauman](#)
To: [PlanningCommission](#)
Cc: [Rousseau, Gwen](#); [King, Emil A.](#); [Johnson, Thara](#)
Subject: Bel-Red Look Forward comments for May 22nd meeting
Date: Wednesday, May 22, 2024 4:00:31 PM

Some people who received this message don't often get email from charlie@gtcptl.com. [Learn why this is important](#)

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Dear Planning Commissioners,

I shared similar comments prior to the May 8th meeting, but am sharing these several comments again on the Bel-Red Policies which will be discussed tonight.

These comments are in context of our 6-acre property just north of the 130th station and are also on behalf of the Bel-Red Property Group, which is a collection of stakeholders who own 85 properties throughout Bel-Red, totaling more than 135 acres, including nearly 70% of the land within ¼ mile of the 130th light rail station.

Overall, I'd encourage the Planning Commission to support the Bel-Red Subarea Policy Amendments as drafted. Specifically:

1. STREET GRID: Strong support for policies S-BR-80 and S-BR-81 and the recognition that flexibility in the street grid is needed
 - The street grid as currently contemplated will prevent many sites from redeveloping. Flexibility on a site-by-site basis is essential.
 - Prioritize road connections that are most feasible – e.g. roads along shared property lines so one property isn't building the entire road, roads that don't cannibalize entire properties, emphasize new east-west arterial to take pressure off Northup and Bel-Red road, etc.
 - Have fewer vehicular arterials but add lots of additional circulation on-properties via bike/pedestrian paths, local access driveways, woonerfs, etc.

2. STREAMS CRITICAL AREAS: Strong support for S-BR-26, S-BR-98, CL-96.
 - Partnership with developers and reliance on “best available science” is essential to ensure that urban streams, like Goff Creek, have any chance of receiving habitat restoration.
 - If strict critical area buffer requirements are left in place, then development will never occur. This will severely limit housing production in Bel-Red while also guaranteeing that habitat restoration does not occur.
 - Policies should focus on practical ways to BOTH improve habitat AND to maximize housing production.

I support the current policies and request that the Planning Commission support these as well to continue advancing the process.

Thank you all for your time.

Charlie Bauman
GT Capital
(425) 802-3352
charlie@gtcptl.com

From: [Rousseau, Gwen](#)
To: [Ted Panton](#)
Cc: [Johnson, Thara](#); [Gallant, Kristina](#)
Subject: RE: BelRed Comp Plan question
Date: Wednesday, June 5, 2024 2:44:00 PM

Ted - The code revisions are not midstream. They haven't even gotten their feet wet because the process has not begun. When the LUCA process starts this fall, the BelRed Land Use Code will be reviewed in its entirety. Everything therefore is on the table at this point. However, whether items will change and/or how they will change is still completely to be determined.

You can find existing floorplate requirements in the BelRed Land Use [here](#). The 9,000 square foot floorplate limitation is for buildings above 80 feet.

Please sign up to receive alerts on the BelRed Look Forward project [webpage](#) to be kept abreast of next steps.

Thank you,
Gwen

From: Ted Panton <TPanton@GGLO.com>
Sent: Wednesday, June 5, 2024 2:27 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Cc: Johnson, Thara <TMJohnson@bellevuewa.gov>; Gallant, Kristina <KGallant@bellevuewa.gov>
Subject: RE: BelRed Comp Plan question

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Thanks Gwen, appreciate the feedback.

Understanding that code revisions are midstream, do you know if tower floorplate limits will also be revised? I recall some zones had very small floor plates (in the order of 9,000 sq. ft.), which is difficult to implement on projects.

Thanks again for your help,

Ted Panton AIA, NCARB
Principal

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From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Wednesday, June 5, 2024 10:12 AM
To: Ted Panton <TPanton@GGLO.com>
Cc: Johnson, Thara <TMJohnson@bellevuewa.gov>; Gallant, Kristina <KGallant@bellevuewa.gov>
Subject: RE: BelRed Comp Plan question

Great questions, Ted. Unfortunately, because the land use code amendment (LUCA) process has not yet gotten underway, I don't have great answers for you. What I can say is bulleted below. I have also cc'd Kristina Gallant, Code and Policy Planning Manager for the city, who will be overseeing the BelRed LUCA.

- We assumed an average achieved FAR of 3.2 for the Midrise Residential Mixed Use land use designation, which was based on achieved FARs to date for buildings in the 5 over 2, or roughly 75' range. The maximum FAR allowed in BelRed currently is 4.0.
- The [code](#) currently includes constraints on lot coverage, and it requires upper level setbacks. Both will be reviewed during the land use code update.
 - In the past, we have noted concerns with our upper level setback requirements. Therefore, I assume some changes to those will be made.
 - Comments on lot coverage have also been made, but they have been less common.

Hope that helps. Please reach out to Kristina if you have any other land code use related questions.

Thank you,
Gwen

From: Ted Panton <TPanton@GGLO.com>
Sent: Tuesday, June 4, 2024 5:12 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Cc: Johnson, Thara <TMJohnson@bellevuewa.gov>
Subject: RE: BelRed Comp Plan question

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Gwen, thanks so much for your response! That is all great information to know.

I had a few follow up questions;

- For proposals that are within the high rise designation but are below 75', is there an anticipated FAR?
- Do you contemplate any other big picture land use considerations applying in the high rise zone, such as lot coverage, upper level setbacks?

Thanks!

Ted Panton AIA, NCARB
Principal

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From: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Sent: Tuesday, June 4, 2024 3:19 PM
To: Ted Panton <TPanton@GGLO.com>
Cc: Johnson, Thara <TJohnson@bellevuewa.gov>
Subject: RE: BelRed Comp Plan question

Hi Ted,

During the environmental review of different land use alternatives, staff assumed average achieved FARs of 4 and 5.2 for two different possible zoning classifications that could fall under the Highrise Residential Land Use Designation. These were associated with heights of 160' and 250'. Please note that it was also assumed that these FARs would only be achievable through participation in an [FAR amenity incentive system](#) like what is in place within BelRed today, where the [Base FAR is 1](#) and achieving anything above 1 FAR would be required to provide public amenities.

Zoning districts along with heights, FAR, and any changes to the FAR Amenity Incentive system will be determined during the Land Use Code Amendment process, which is anticipated to begin in late summer/early fall of this year after the BelRed Subarea Plan has been adopted by Council. The LUCA is expected to be completed by mid-2025, just over a year from now.

Please let me know if you have any further questions.

Thank you,
Gwen

Gwen Rousseau, AICP

Pronouns: She/her
Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

Note: My working hours are typically between 8:30AM – 5:30PM. My teleworking days are typically Tuesdays and Fridays.

Diversity, Inclusion and Belonging Drive Innovation

When we limit who can contribute, we in turn limit what problems we can solve.

- *Diversity* is having a seat at the table.
- *Inclusion* is having a voice.
- *Belonging* is having that voice be heard.

From: Ted Panton <TPanton@GGLO.com>
Sent: Tuesday, June 4, 2024 2:50 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: BelRed Comp Plan question

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

Hello Gwen, nice to meet you! I'm working with a property owner in the BelRed area and had questions on the Comprehensive Plan updates that are underway. Here goes:

- For those properties mapped in the "Highrise Residential Mixed Use" area, what heights and densities are being contemplated? From the diagrams shown in Attachment E/"Draft BelRed Future Land Use Map", it appears to be somewhere in the range of 200-300'?
- What densities are contemplated?
- What is the timing for the review and approval process?

Thanks for your help!

Ted Panton AIA, NCARB
Principal

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From: [Rousseau, Gwen](#)
To: [P Banks](#)
Cc: [Henderson, Charolett](#); [Gallant, Kristina](#); [Johnson, Thara](#); [Shull, Janet](#)
Subject: RE: City of Bellevue Notice of Recommendation and Public Hearing 6-6-24
Date: Friday, June 7, 2024 11:01:00 AM

Hi Patrece,

- The proposed Comprehensive Plan Amendment (CPA) before the Planning Commission would change the Future Land Use designation for your property from BelRed-Medical Office (BR-MO) to Highrise Medical Mixed Use.
- The land use district (zone) classification associated with the current BR-MO designation allows a maximum height of 70 feet and a maximum floor area ratio (FAR) of 1.
- A new land use district (zone) classification associated with the new Highrise Medical Mixed Use designation would be developed during the Land Use Code Amendment (LUCA) process following adoption of the CPA.
 - The new designation, Highrise Medical Mixed Use, calls for allowing buildings at a *high scale and density* and illustrates what that means through a diagram.
 - The exact height and FAR allowances will be determined during the LUCA process.
 - Although we do not know the exact height and FAR that will be allowed yet, during the environmental review of the different land use alternatives, we analyzed an assumed average achieved FAR up to 5.2 on your property, which was associated with heights of up to 160 feet.

Three Part Process: CPA → LUCA → Rezone

The current proposal is the first step in a three-step process that could affect the development potential of your property. The three steps are:

- Step 1 = Amend land use policy and the Future Land Use Map in the Comprehensive Plan
- Step 2 = Amend the Land Use Code
- Step 3 = Process a legislative rezone

Before the city can change its land use code regulations (aka zoning), it first needs to change its land use policy that directs what types and intensities of development it would like to see across the city. The city's land use policies are found within the city's Comprehensive Plan - and more specifically within the Land Use element and the Future Land Use Map of Volume 1, *and* within the Land Use section of each subarea plan in Volume 2 of the Comprehensive Plan (aka the BelRed Subarea Plan).

Timing

Steps two and three occur in quick succession. Steps one and two can occur in relatively quick succession (within a couple of months of each other). However, they can also take up to year or a bit longer. For the BelRed Look Forward, it will be the latter. After amendments to the BelRed Subarea Plan are adopted by City Council, anticipated this coming September, staff will begin drafting

amendments to the Land Use Code to implement those policy changes. The LUCA process is anticipated to start in October. The public process would include a review of the draft land use code amendments through the Planning Commission along with a public hearing and recommendation followed by City Council review and adoption, anticipated in mid-2025.

Please let me know if you have any questions or need any additional information.

Thank you,
Gwen

Gwen Rousseau, AICP

Pronouns: She/her

Senior Planner, Community Development, City of Bellevue
grousseau@bellevuewa.gov | 425-452-2743 | BellevueWA.gov

Note: My working hours are typically between 8:30AM – 5:30PM. My teleworking days are typically Tuesdays and Fridays.

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- *Inclusion* is having a voice.
- *Belonging* is having that voice be heard.

From: P Banks <PacTide@msn.com>
Sent: Thursday, June 6, 2024 12:33 PM
To: Henderson, Charolett <CHenderson@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: RE: City of Bellevue Notice of Recommendation and Public Hearing 6-6-24

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Great thank you...

Regards,

Patrece Banks
425-351-0047

From: Henderson, Charolett <CHenderson@bellevuewa.gov>
Sent: Thursday, June 6, 2024 12:16 PM
To: P Banks <PacTide@msn.com>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: FW: City of Bellevue Notice of Recommendation and Public Hearing 6-6-24

Hello Patrece Banks,

I've included the Senior Planner Gwen Rousseau on this email, and she'll be able to answer your questions.

Thank you,
Charolett Henderson

Charolett Henderson
Administrative Assistant
Development Services, City of Bellevue
chenderson@BellevueWa.Gov

From: P Banks <PacTide@msn.com>
Sent: Thursday, June 6, 2024 12:09 PM
To: Henderson, Charolett <CHenderson@bellevuewa.gov>
Subject: FW: City of Bellevue Notice of Recommendation and Public Hearing 6-6-24

You don't often get email from pactide@msn.com. [Learn why this is important](#)

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Hi Charolett,

Received your email about the Bel-Red Look Forward. I own a property in the zone at 1815 – 114th Ave NE and wondering how this will change my zoning.

I looked at the map and it shows high rise and if I remember correctly that would be an increase from current density.

Look forward to hearing from you.

Regards,

Patrece Banks
425-351-0047

From: noreply_WPB <noreply_WPB@bellevuewa.gov>
Sent: Thursday, June 6, 2024 11:39 AM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: City of Bellevue Notice of Recommendation and Public Hearing 6-6-24

The following notice was published in the Weekly Permit Bulletin on June 6, 2024 and you are a Party of Record for this project. If you have any questions, please contact [Gwen Rousseau](#).

NOTICE OF RECOMMENDATION AND PUBLIC HEARING

Project Name: BelRed Look Forward Comprehensive Plan Amendment (CPA)

Location: BelRed Subarea

Neighborhood Area: Bel-Red

File Number: 24-101918-AC

[Staff Recommendation](#)

[DRAFT BelRed Subarea Plan](#)

[Recommended BelRed Subarea Plan Policy Amendments](#)

[SEPA Determination](#)

Description: The BelRed Look Forward CPA will amend policies and future land use designations within the BelRed Subarea Plan as part of the overall Comprehensive Plan Periodic Update planning process to reflect new information, increase capacity to meet new citywide housing and job targets, and to strengthen and clarify policy direction for implementation. More information about the project can be found on the project webpage at: [BelRed Look Forward | City of Bellevue \(bellevuewa.gov\)](#).

Approvals Required: Following the public hearing, the Planning Commission will make a recommendation on the proposed CPA to the City Council. The City Council will then review and take final action as described in Land Use Code (LUC) 20.30I.130.B, LUC 20.35.440, and the Growth Management Act, RCW 36.70A.130.

SEPA: A Determination of Non-Significance (DNS) is issued. The minimum comment period begins on June 6, 2024 upon issuance of this DNS and continues for fourteen (14) days of the date of issuance of this DNS, until the end of the day on June 20, 2024. Any appeal of this SEPA threshold determination must wait until final action is taken on this proposal by the City Council (LUC 20.35.080.B). Following final action by the City Council, an appeal for the SEPA threshold determination may be filed together with an appeal of the underlying City Council action by petition to the Growth Management Hearings Board (LUC 20.35.440.C).

Public Hearing: June 20, 2024, 6:30 PM; Bellevue City Hall; 450 110th Ave NE

Hearing Info: Details on attending the meeting and providing written and oral communication at the public hearing will be provided on the published agenda and can be found at <https://bellevue.legistar.com/Calendar.aspx>.

Any person may participate in the public hearing by submitting written comments to the Planning Commission in care of Thara Johnson, Comprehensive Planning Manager, Community Development Department, City of Bellevue, P.O. Box 90012, Bellevue, WA 98009, or by e-mail to PlanningCommission@bellevuewa.gov before the public hearing, or by submitting written comments or signing up to make oral comments to the Planning Commission at the hearing.

Written comments will also be accepted by mail to Gwen Rousseau, Senior Planner, Community Development Department, City of Bellevue, P.O. Box 90012, Bellevue, WA 98009, or by email to grousseau@bellevuewa.gov.

Comments must be received by 5:00 PM on June 20, 2024. All written comments timely received by the Comprehensive Planning Manager or Senior Planner will be transmitted to the Planning Commission no later than the date and time of the public hearing.

Date of Application: January 25, 2024

Completeness Date: February 23, 2024

Notice of Application Date: March 14, 2024

City Planner Contact: Gwen Rousseau, 425-452-2743, grousseau@bellevuewa.gov

To learn more about this project:

- Click the **Project Name** to view digital documentation.
- Any person may request additional information and submit written comments on this application to the **City Planner listed above.**
- Submit a request online to review the project file at Bellevuewa.gov/city-government/departments/city-clerks-office/public-records/development-services-records
- You can access the weekly permit bulletin by clicking on this link: [Weekly Permit Bulletins](#)

Want to receive the bulletin by email?

Go to the Weekly Permit Bulletin page on our city website at bellevuewa.gov/permit-bulletin. Click the Subscribe button to join the mailing list. You will continue to receive the bulletin weekly until you unsubscribe from this service.

Charolett Henderson
Administrative Assistant
Development Services, City of Bellevue
chenderson@BellevueWa.Gov