

**City of Bellevue
Comprehensive Plan Update
Public Comment through 03/09**

#	FROM	DATE	NOTES	DIGEST
ONLINE OPEN HOUSE				
O.1	Anonymous (1)	02/24/15	Non-motorized transportation	•
O.2	Anonymous (2)	02/24/15	Non-motorized transportation	•
O.3	Anonymous (3)	02/24/15	Limited mobility access; schools	•
O.4	Anonymous (4)	02/24/15	Non-motorized transportation; same as O.12 and O.22	•
O.5	Anonymous (5)	02/24/15	General dissatisfaction with City and Comprehensive Plan	
O.6	Anonymous (6)	02/25/15	Transportation/bike lanes	•
O.7	Anonymous (7)	02/25/15	Connect utilities/environment policies to health	•
O.8	Anonymous (8)	02/25/15	Safety/traffic enforcement/pedestrians	•
O.9	Anonymous (9)	02/26/15	Energize Eastside	•
O.10	Anonymous (10)	02/26/15	Open green space/Bellevue Technology Center	•
O.11	Blacker, Margot	03/02/15	Neighborhood character, policy implementation	•
O.12	Bowman, Shelly; same as O.4 and O.22	02/24/15	Non-motorized transportation; see responses to O.4 and O.22	
O.13	Bryant, Kristen	03/03/15	Multiple comments	•
O.14	Chudga, Samir	02/26/15	Transportation; land use	•
O.15	Dex, John	03/01/15	Non-motorized transportation, parking	•
O.16	Donovan, Candace	02/14/15	Natural environment	
O.17	Esayian, Karen (1)	02/28/15	Multiple topics	•
O.18	Esayian, Karen (2) (duplicate)	02/28/15	Multiple topics; see responses to O.17	
O.19	Flesher, Erika	02/23/15	Natural environment	•
O.20	Funk, Micky	02/14/15	Sports arena; more to do	
O.21	Gray, Dave	02/26/15	Development intensity in North Bellevue	•
O.22	Hedberg, Lizette; same as O.4 and O.12	02/24/15	Non-motorized transportation ; see responses to O.4	
O.23	Key, Kathy	02/17/15	Transportation	•
O.24	Koepp, Carol (1)	02/13/15	Housing	•
O.25	Koepp, Carol (2)	02/14/15	Neighborhood; housing; transportation; economic development policies	•
O.26	Larimer, Micki	03/03/15	Eastgate land use	•
O.27	Ma, Tim	02/24/15	Non-motorized transportation	•

O.28	Mach, Ticson (1)	02/25/15	Implementation	•
O.29	Mach, Ticson (2)	02/25/15	Utilities/Energize Eastside	•
O.30	Mallard, Tom	02/25/15	Non-motorized transportation	•
O.31	Maso, Daniele	02/13/15	Energy efficiency	
O.32	Moore, Margaret	02/28/15	PSE power lines	•
O.33	Olson, Roselyn	02/26/15	Affordable housing; Upzone near Overlake Hospital	•
O.34	Pantley, Robert	03/01/15	Arts and culture	
O.35	Quinn, Paul	03/01/15	Affordable housing	•
O.36	Plummer, David	02/17/15	Transportation; capital facilities; utilities, citizen engagement policies	•
O.37	Rahman, Farzana	03/03/15	Downtown design guidelines	•
O.38	Schaff, Craig	02/24/15	Non-motorized transportation	•
O.39	Schrag, Dwight	03/03/15	Multiple topics	•
O.40	Sher, Ron	02/24/15	Non-motorized transportation	•
O.41	Smith, Donald	02/27/15	Walkable city	•

COMMENT FORMS

C.1	Altoo,	undated	Development code enforcement	•
C.2	Anonymous 1	undated	Non-motorized transportation	•
C.3	Anonymous 2	undated	Transportation	•
C.4	Corsini, G. Tomas, Sr.	undated	Housing	•
C.5	Helm, Sebastian	undated	Non-motorized transportation	•
C.6	Hergert, Linn	undated	Multiple topics	•
C.7	Leigh, Desiree B.	undated	Process for public comment	
C.8	Miller, Don	undated	Non-motorized transportation	•
C.9	Plummer, David F.	undated	Multiple topics	•
C.10	Willar, Carla	undated	Housing	
C.11	Zuppinger, Astrid	undated	Non-motorized transportation	

EMAILS

E.1	Barich, Carolyn	03/02/15	Housing	•
E.2	Barrett, Everlyn	02/25/15	Housing	•
E.3	Bien, Alaric	02/13/15	Housing	•
E.4	Fong, Alice	02/16/15	Housing	•
E.5	Hansen, Norm	02/11/15	Utilities	•
E.6	Hansen, Norm	01/14/15	Utilities	•
E.7	Hansen, Norm	01/18/15	Utilities	•
E.8	Hansen, Norm	01/23/15	Utilities	•
E.9	Housing Development Consortium	01/14/15	Housing	•

E.10	Johnson, Darcy b	02/20/15	Housing	•
E.11	Kipfer, Merrilee	02/28/15	Housing	•
E.12	Kumar, Debra	02/27/15	Housing	•
E.13	Levine, Rae	02/25/15	Housing	•
E.14	Maris, Neil	02/19/15	Housing	•
E.15	Matthysse, Paula	02/13/15	Housing	•
E.16	Nakatsu, Peg	02/27/15	Housing	•
E.17	Norton, Carolyn	03/03/15	Housing	•
E.18	O'Malley, Karina	02/13/15	Housing	•
E.19	Plummer, David	12/09/14	Shopping streets; Transportation	•
E.20	Quinn, Paul	02/28/15	Housing	•
E.21	Skoog, Phillip	01/20/15	Public Toilets	
E.22	Tomko, Stefanie	03/02/15	Housing	•
E.23	Tse, Sandy	02/25/15	Housing	•
E.24	Hansen, Norm	03/04/15	Utilities	•
E.25	Price, Nicole	03/04/15	Synthetic Turf on Athletic Fields	

OTHER

OT.1	Bryant, Kristen	03/03/15	Multiple Comments	•
OT.2	Carson, Brent	01/12/15	Southern Downtown Boundary Analysis	•
OT.3	Carson, Brent (2)	03/04/15	Southern Downtown Boundary	•
OT.4	Halverson, Warren (1)	01/28/15	Utilities; Public testimony, Planning Commission 1/28/15;	
OT.5	Halverson, Warren (2)	02/11/15	Utilities; Annotated utility policies	•
OT.6	Hanson, Norm; Warren Halvorson, Steve O'Donnell	02/19/15	Utilities; Meeting with City staff	•
OT.7	Housing Development Consortium	01/28/15	Housing	•
OT.8	Housing Development Consortium	03/04/15	Housing	•
OT.9	Toelle, Pamela	12/10/14	Crossroads/Bel-Red Subarea boundary	•
OT.10	Wannamaker, Michelle	03/03/15	Eastgate Subarea Policies	•
OT.11	Heise, Juergen H. and Pauline, M.	03/02/15	Tree preservation	•

PUBLIC HEARING (Note: names may not be spelled correctly)

P.1	Ellen Hegenauer	03/04/15	Housing	•
P.2	Agnes	03/04/15	Housing	•
P.3	Rebecca Bailey	03/04/15	Housing	•
P.4	Alisa Batos	03/04/15	Housing	•

P.5	Meini Fraser	03/04/15	Housing	•
P.6	Todd Woosley	03/04/15	Land Use	
P.7	Ross Klinger	03/04/15	Land Use	•
P.8	Oshia Morningstar	03/04/15	Multiple Comments	•
P.9	Nancy Qualley	03/04/15	Housing	•
P.10	Rachel Voglie	03/04/15	Housing	•
P.11	Warren Halvorson	03/04/15	Utilities	
P.12	Norm Hanson	03/04/15	Utilities	•
P.13	Becky Lewis	03/04/15	Housing	•
P.14	Chris Rossman	03/04/15	Housing	•
P.15	Alicia Campo	03/04/15	Housing	•
P.16	Rae Levine	03/04/15	Housing	•
P.17	Mickie Larrimer	03/04/15	Land Use; Housing	•
P.18	Karen Tennyson	03/04/15	Housing	•
P.19	Kristi Becker	03/04/15	Housing	•
P.20	Wade Johns	03/04/15	Land Use	•
P.21	Kayla Schott-Bresler	03/04/15	Housing	•
P.22	Leslie Schofield	03/04/15	Housing	•
P.23	Bob Stanberry	03/04/15	Housing	•
P.24	Michelle Wannamaker	03/04/15	Land Use	•
P.25	Loretta Lopez	03/04/15	Multiple Comments	•
P.26	James McEachran	03/04/15	Housing	•
P.27	Faisal Jaswal	03/04/15	Housing	•
P.28	Bob Knox	03/04/15	Housing	•

O.1

Name:	Email:	Date:	ID:
Anonymous (1)	n/a	2/24/2015	102233
Comment:			
<p>I am a very active biker, runner and walker on the trails in south Bellevue (slough to Renton). I have the following suggestions where Bellevue can improve my experience and those of my neighbors:</p> <ol style="list-style-type: none"> 1. Have bike police offers ride the trail between the slough, Newport Shores and Renton, there are homeless people I see regularly on this trail, some sleeping or resting. Some shopping carts are left and stay for months on the side of the trail. 2. Create a regular trail maintenance schedule that includes sweeping and garbage removal. In this case, it means coordinating care and maintenance with other agencies - State and County. The trail adjacent to I 405, for instance, is State owned. 3. Make the City of Bellevue phone app more effective when it comes to performing the trail maintenance requests that are submitted.. After submitting requests/suggestions for action, the app shows that it's "completed" the project, when in fact the work has not been completed, just the request has been 'completed'. In my case, the requests for a sweep or garbage removal still needs to be done a month after my initial suggestion. Also, with the app, give the citizen a city contact phone so one can follow up if necessary. There seems to be a disconnect between the app and the department performing the duty, weeks go by. Are city employees that busy with work orders? 4. Update the kiosks with current information, include a Q code to help users with any information the city would like to project. 5. Please fix the safety issues on the trail. Could someone please ride this route and identify roots breaking through pavement, and other uneven areas where people could get hurt. One bad area is under the trestle, and just south of the kiosk. Same with drainage, there are some areas that are muddy and very slippery, I've fallen on this trail where it crosses over Coal Creek, just south of the trestle. Thank you for listening and allowing me to give these suggestions amorously, I'm well known in the community, and don't want to draw attention to myself. 			

O.2

Name:	Email:	Date:	ID:
Anonymous (2)	n/a	2/24/2015	102240
Comment:			
As I read the following policy:			

City of Bellevue – Online Open House Comments
 Up to date through 03/4/2015 8:15 am

Construct, maintain and repair pedestrian and bicycle facilities in accordance with current standards

I wonder whether policy makers have any idea how inadequate the current standards are. I would like to commute to work by bicycle but can't because there are no safe and convenient north-south routes, particularly along the 148th - 156th Street corridor.

I don't think Bellevue takes biking seriously as an alternate mode of transport and therefore I, like everyone else, continue to contribute to the automobile congestion problem.

O.3

Name:	Email:	Date:	ID:
Anonymous (3)	n/a	2/24/2015	102243
Comment:			
Overall a great plan, keep up the good work, Bellevue is a great place to live and work and play, quality of life here is phenomenal.			
A few things city planners should consider:			
a	Limited mobility access in neighborhoods/shopping/transit facilities for those traveling by wheelchair or motorized chair. Plan a trip to a popular favorite destination via public transit, then try to take it in a wheelchair or scooter, see what difficulties you face. Now try a trip via transit to the grocery store to buy a bag of groceries in a wheelchair in the rain.		
b	Bellevue school district is highly sought after, especially among the Asian community. Many buy homes here for the sole purpose of sending their kids to school here. But, there is rampant fraud by families who live outside of Bellevue but use false information to send their kids to Bellevue schools. How crowded are our schools now, and how much of that is attributed to those who have falsified documents, will this continue to grow also? You don't have any idea do you? How many freshman applicants to UW or WSU have graduated from a Bellevue high school and provided a Bellevue transcript for acceptance, but have a home address outside of the Bellevue school district boundaries? How much would it cost to investigate and enforce this? If those college acceptances could be rescinded based on having committing this act of fraud, that might be one very strong deterrent, since one of the main motivations is to go to our good high schools to get accepted into a good college, but doing so under false pretenses could jeopardize that goal. How much can we save in reducing ever-expansion needs for more classrooms/teachers/etc if we hire one person to investigate and enforce this, and get the word out that this kind of fraud is serious business and the consequences are severe and maybe this won't be as commonplace as it is today and has been for quite some time. How many cases of this are acceptable, 1 or 2? 10 or 20? This is basically stealing from the school district and should be investigated as any other criminal activity.		

O.4

Name:	Email:	Date:	ID:
Anonymous (4)	n/a	2/24/2015	102265
Comment:			
a	Lets get going Bellevue- The Eastside Rail Corridor is extremely important to my family. A healthy		

City of Bellevue – Online Open House Comments

Up to date through 03/4/2015 8:15 am

environment with trails, parks, community, sustainable living and forward multi-mode transportation is wildly important. YES to being a leader in Green and NO to being a cement skyscraper motorized strip mall. Look at University Village- walkable, community with trail access and trees and green. Let's inspire technology. Let's be solution oriented in a healthy way- move forward not back. Walking, biking, parks, green, community, smart, easy, lively . healthy- lean forward.

b LU-X4 LU-26 LU-X02 HO-2 PA-13 UD-UD-73 ED-X6 Absolutely of greatest importance. Multi-mode transportation, networking for recreational, commuting and shopping is imperative with lots of nature and quiet spaces. We live here for environmental quality of life. All areas now have same shopping, so folks move and live here for joy of water, mountains, hiking, birding. As you strip away all goodness and only create endless traffic- we will move away or atleast not shop anywhere as you can not get anywhere due to poor planning.

c LU1/TR43 must include bike/walking/jogging trails both separate from cars and when no other option, on same road as cars.

d UD-X1 I do not find value in the artwork that Bellevue puts up- the benches/flowers are metal and uninviting. I do like the sculpture when bronze and outdoor playing or people of culture, but feel our dollars are better spent on safe trails and parks, not eccentric art - most people I speak with feel the same way.

e UD-X1 Magnet is water, mountains, - most I know say that as Bellevue choses to have only cement and no safe bike trails, they avoid the area. University Village is so much more fun with its community feel and walkability and trails and university and green spaces. Every weekend we end up going there or to Greenlake to walk- so much more fun than the skyscraper cement of strangers. we do love the park south of the mall, but wish less cement around the water and more natural.

f UT-X14 UT-X16 UT-X2 Free to everyone. Internet breeds innovation and community and no one should suffer with no or slow connectivity or speed. Think community spirit for all, not just for rich. No matter where we are we should be able to connect and do work or play in the 21st century Bellevue that attracts high tech.

g EN-X7 EN-X8 TR-X26 UD-X6 UD-X7 Absolutely YES to all Green Initiatives- use solar, wind, green materials. Invite nature in and around us. Cement kills us and our environment- be smart and sustainable - yes electric cars, yes multi-mode, yes light rail, yes more trees and green spaces with native plants. I would rather no artwork and instead have a food forrest that attracts birds and bees and harmony.

h TR-X13 Expect a city of the future- with modern energy efficient, non polluting, Vision Zero. Do NOT want single car drivers- we need to be leaders in innovation and fun vs pollution and traffic jams. Take these decisions out of the hands of backwards thinkers and get into hands of "good for all" healthy people

i TR-X15 TR-X19 Do this correctly with great access that is safe, easy to find and the path is WIDE to accommodate bikers and walkers. If you build it, they will come, If it is built without current Best Practices from around the world, it could fail. Do not cut corners now and regret later that we were

not forward thinking.

j HS-X1 Multi-mode and safe and lots of environmental outdoor pleasure to make lively and healthy Trails and lanes must be wide 14 feet is ideal and be split when possible to separate bikers/walkers.

k UD 28 P-X1 There must be wayfinding to other trails and businesses and restrooms and milage along the trail. Also need gravel parking lots, access to trail signs. People do not use what they do not know about- help folks to use their neighborhoods.

Also signs for use of trails- people can not walk 3 abreast with extended dog leashes and bikers can not go over 15 MPH.

When possible, bike lanes, sharrows, need to be repainted and road sides must be cleaned regularly to remove glass, debris and overgrown shrubs. Same with walking/jogging area- remember usage is lower due to the fact that trails/lanes are not safe, not because public is lazy and wants to sit in a motorized vehicle. Build safe networks and public health and community will grow and carbon footprint will lessen- WIN!

l LU1/TR43/UD-X20 Trails and roads must be maintained and periodically surveyed- large potholes, cracks in roads cause bikers to swerve or not ride and put families at risk for same reason. Areas need to be well marked and there needs to be lighting/solar dark sensor for safety along with

Also must have large open grassy parks, not cement parks. There needs to be trees and birds - no more ART that looks like nature- use the money are real nature. Must be sidewalks that are wide and encourage strolling, shopping, jogging with trees and flowers- not cement everywhere.

m TR-X28 This is vital to reduce speeding and crimes. We also own a home by Grasslawn in Redmond and while we are not necessarily on pass through- we are a road that gets crime and fast drive through- need to slow people down so not fun anymore and safer for residents.

n N-12 We must have a public commenting period as Bellevue should not be one big cement structure- we live in the great northwest due to water, mountains, trees, wildlife and the joy of flavorful neighborhoods. We can not rest the full design on building- it will backfire if it because a strip of cement with no environment and community aside from expensive indoor "clubs".

0.5

Name:	Email:	Date:	ID:
Anonymous (5)	n/a	2/24/2015	102290
Comment:			
<p>a Your comprehensive plan is nothing more than BS. It has so many loopholes in the land use section that it is entirely unenforceable and provides no protection for existing residents who wish to keep their community as it is. All the fancy words don't amount to anything when push comes to shove. Let's face it, you just do what you want and the residents get screwed. You take land when eminent domain suits your purposes, and you allow mega-houses in neighborhoods that should never have</p>			

City of Bellevue – Online Open House Comments

Up to date through 03/4/2015 8:15 am

b

them. Several builders have told me that they no longer will do business in Bellevue because they are unwilling to "pay under the table" in order to get their projects done. The "City in a Park" concept is more like "City in a Forest" when it comes to protecting the property values of homes with a view. The City is a bad neighbor when they won't maintain their own properties that are allowed to grow unrestricted and obliterate the views of neighboring properties. Your arborist states that in his tenure Bellevue has never cut a tree to protect someone's view. That is just wrong, and not good citizenship on the part of the City. You seem to feel that you have control over an individual citizens property when it comes to cutting his own trees. Hell, if he grew them, he should be able to cut them, and without your approval. Frankly, as a long time resident of Bellevue, I am ready to move out of this city, as it seems to be getting more controlling all the time! Your celebration of Diversity and the fact that some 40 languages are spoken in the Bellevue School District just makes me want to puke! Whatever happened to the notion of integrating into the community and speaking English? Things are going very wrong in Bellevue, and it is going to end badly. Now you are implementing penalties for false alarms on burglar alarm systems. If the door is open, and the alarm goes off, who is to say if it is false or not? When does all this regulation end? I could go on, but I won't, because you won't listen to this anyway.

c

d

O.6

Name:	Email:	Date:	ID:
Anonymous (6)	n/a	2/25/2015	102291
Comment:			
Newport Way is too dangerous. This road needs to be a priority for sharing the road.			

O.7

Name:	Email:	Date:	ID:
Anonymous (7)	n/a	2/25/2015	102327
Comment:			
there are utilities and environmental policies which speak to protecting the health of public and environment, however, when it comes to power line such as Energize Eastside, it is not under the utility or environmental jurisdiction. there need to be connection to ensure overall health of the resident, protecting the environment including these type of utilities outside of the city department.			

O.8

Name:	Email:	Date:	ID:
Anonymous (8)	n/a	2/25/2015	102331
Comment:			
I'm surprised that, except for 6 statements under Neighborhoods, Public Safety is a non-item. I would think that it should be its own stand-alone category. From my experience, traffic enforcement in Bellevue is non-existent and pedestrians are frequently at risk from drivers making right turns on red without looking. Break & Enter crimes are left for insurance adjustors and there is no visible evidence of any monitoring of food service providers.			
Erratic timing of walk signs cause frustrated pedestrians to take chances unnecessarily.			

Construction projects ignore local residents and pedestrians and clearly favor developers over residents, forcing walkers to take inconvenient detours or to risk walking in streets.

0.9

Name:	Email:	Date:	ID:
Anonymous (9)	n/a	2/26/2015	102356
Comment:			
<p>Bellevue is facing the possibility of having an "iconic" art feature installed along 9 miles of Bellevue's skyline and through its neighborhoods. PSE's "Energize Eastside" as proposed would impact our "city within a park" in disastrously negative ways. The comp plan calls for oversight and mitigation for telecom and wired installations by mandating they be reviewed and modified if necessary. The same criteria that are applied to cell towers should be applied to the 130' towers that PSE proposes to inflict on our community.</p>			

0.10

Name:	Email:	Date:	ID:
Anonymous (10)	n/a	2/26/2015	102365
Comment:			
<p>Thank you for having the open house and the opportunity for the residents to provide their feedback on where we think our city should be going.</p> <p>Its clear that we are entering a growth phase, both in terms of people moving in and providing public transportation.</p> <p>There's one thing that we will never get back once we lose - our open green spaces. I notice that it is listed in your "Natural Environment" part of the comp plan, although its not listed in the "What we have heard so far" section. So, here's my thought on the Natural Environment part of the plan:</p> <p>We need to protect <i>every</i> green space that we have open so far. We know that there is little possibility of getting any new spaces once its been built up on. One classic example is the Bellevue Technology Center (formerly the Unigard property) at east of 156th Ave NE between NE 24th St & Northup way. Clearly, the current owners of the property would like to mirror development on that land to match what's across the street at GRE and Sherwood Center. But, this is the ONLY buffer between commercial and high density residential areas and single family neighborhoods.</p> <p>Please try and do anything you can to preserve The Bellevue Technology Center as it is and please try and do the same for any open green space.</p> <p>Thank you for thinking over all these issues for the long term!</p>			

City of Bellevue – Online Open House Comments
Up to date through 03/4/2015 8:15 am

0.11

Name:	Email:	Date:	ID:
Margot Blacker	richmared@aol.com	3/02/2015	102448
Comment:			
<p>Comprehensive Plan Update...</p> <p>I would like to comment that the Comp. Plan is full of wonderful policies about neighborhood, the environment, a green city, livability..the need for affordability of housing, sense of community and so on.... And Yet.....You are continuing to allow massive changes in neighborhoods with the continuation of our present house building codes, our very generous allowable height, coverage, bulk etc of houses !! They are not producing an environmental, community sensitive product.</p> <p>Where we could be getting cottage housing on some of the vacant land in Northtowne we are seeing the 5000 to 10,000 sq foot houses going up. We are seeing many of our smaller houses giving way to huge houses that are often not lived in. Several other cities in the US have taxed vacant homes in their cities, a home vacancy tax to discourage leaving houses vacant. We could do this. We are all paying for the empty houses with a lack of community and taxes that residents would spend.</p> <p>Our Comp Plan says one thing....our regulations are producing another thing. We are seeing a reduction of trees in Northtowne and elsewhere...some yards are sand bagged because the run off is so much greater with less tree cover.</p> <p>We are allowing totally unaffordable areas in our city and altho I know the location of Bellevue, the desirability of Bellevue is great and is attracting a great deal of foreign investment....we need to soften the blow and change some of our building regulations to live up to our Comprehensive Plan.....or the Plan is just good words with no meaning.</p>			

0.12

Name:	Email:	Date:	ID:
Shelly Bowman *DUPLICATE of 102265*	n/a	2/24/2015	102266
Comment:			
<p>a Lets get going Bellevue- The Eastside Rail Corridor is extremely important to my family. A healthy environment with trails, parks, community, sustainable living and forward multi-mode transportation is wildly important. YES to being a leader in Green and NO to being a cement skyscraper motorized strip mall. Look at University Village- walkable, community with trail access and trees and green. Let's inspire technology. Let's be solution oriented in a healthy way- move forward not back. Walking, biking, parks, green, community, smart, easy, lively . healthy- lean forward.</p> <p>b LU-X4 LU-26 LU-X02 HO-2 PA-13 UD-UD-73 ED-X6 Absolutely of greatest importance. Multi-mode transportation, networking for recreational, commuting and shopping is imperative with lots of nature and quiet spaces. We live here for environmental quality of life. All areas now have same shopping, so folks move and live here for joy of water, mountains, hiking, birding. As you strip away all goodness and only create endless traffic- we will move away or atleast not shop anywhere as you can not get anywhere due to poor planning.</p>			

City of Bellevue – Online Open House Comments

Up to date through 03/4/2015 8:15 am

- c** LU1/TR43 must include bike/walking/jogging trails both separate from cars and when no other option, on same road as cars.
- d** UD-X1 I do not find value in the artwork that Bellevue puts up- the benches/flowers are metal and uninviting. I do like the sculpture when bronze and outdoor playing or people of culture, but feel our dollars are better spent on safe trails and parks, not eccentric art - most people I speak with feel the same way.
- e** UD-X1 Magnet is water, mountains, - most I know say that as Bellevue choses to have only cement and no safe bike trails, they avoid the area. University Village is so much more fun with its community feel and walkability and trails and university and green spaces. Every weekend we end up going there or to Greenlake to walk- so much more fun than the skyscraper cement of strangers. we do love the park south of the mall, but wish less cement around the water and more natural.
- f** UT-X14 UT-X16 UT-X2 Free to everyone. Internet breeds innovation and community and no one should suffer with no or slow connectivity or speed. Think community spirit for all, not just for rich. No matter where we are we should be able to connect and do work or play in the 21st century Bellevue that attracts high tech.
- g** EN-X7 EN-X8 TR-X26 UD-X6 UD-X7 Absolutely YES to all Green Initiatives- use solar, wind, green materials. Invite nature in and around us. Cement kills us and our environment- be smart and sustainable - yes electric cars, yes multi-mode, yes light rail, yes more trees and green spaces with native plants. I would rather no artwork and instead have a food forrest that attracts birds and bees and harmony.
- h** TR-X13 Expect a city of the future- with modern energy efficient, non polluting, Vision Zero. Do NOT want single car drivers- we need to be leaders in innovation and fun vs pollution and traffic jams. Take these decisions out of the hands of backwards thinkers and get into hands of "good for all" healthy people
- i** TR-X15 TR-X19 Do this correctly with great access that is safe, easy to find and the path is WIDE to accommodate bikers and walkers. If you build it, they will come, If it is built without current Best Practices from around the world, it could fail. Do not cut corners now and regret later that we were not forward thinking.
- j** HS-X1 Multi-mode and safe and lots of environmental outdoor pleasure to make lively and healthy Trails and lanes must be wide 14 feet is ideal and be split when possible to separate bikers/walkers.
- k** UD 28 P-X1 There must be wayfinding to other trails and businesses and restrooms and milage along the trail. Also need gravel parking lots, access to trail signs. People do not use what they do not know about- help folks to use their neighborhoods.
- Also signs for use of trails- people can not walk 3 abreast with extended dog leashes and bikers can not go over 15 MPH.

When possible, bike lanes, sharrows, need to be repainted and road sides must be cleaned regularly to remove glass, debris and overgrown shrubs. Same with walking/jogging area- remember usage is lower due to the fact that trails/lanes are not safe, not because public is lazy and wants to sit in a motorized vehicle. Build safe networks and public health and community will grow and carbon footprint will lessen- WIN!

I LU1/TR43/UD-X20 Trails and roads must be maintained and periodically surveyed- large potholes, cracks in roads cause bikers to swerve or not ride and put families at risk for same reason. Areas need to be well marked and there needs to be lighting/solar dark sensor for safety along with

Also must have large open grassy parks, not cement parks. There needs to be trees and birds - no more ART that looks like nature- use the money are real nature. Must be sidewalks that are wide and encourage strolling, shopping, jogging with trees and flowers- not cement everywhere.

m TR-X28 This is vital to reduce speeding and crimes. We also own a home by Grasslawn in Redmond and while we are not necessarily on pass through- we are a road that gets crime and fast drive through- need to slow people down so not fun anymore and safer for residents.

n N-12 We must have a public commenting period as Bellevue should not be one big cement structure- we live in the great northwest due to water, mountains, trees, wildlife and the joy of flavorful neighborhoods. We can not rest the full design on building- it will backfire if it because a strip of cement with no environment and community aside from expensive indoor "clubs".

0.13

Name:	Email:	Date:	ID:
Kristen Bryant	kristenbry@gmail.com	3/03/2015	102503

Comment:

a Comments on some of the elements of the Mobility Walk/Bike section:
 Promote quality, community-friendly single family, multifamily and mixed-use development, through features such as enhanced open space and pedestrian connectivity. Housing HO-2 COMMENT: As an existing resident, I fail to see how promoting development will also help with open space. It will detract from open space. However, when any development is done, open space must be required. We must put in place a requirement that lots all keep at least 20% of not more of their build-able area as natural or vegetated space. If this reduces the developer's perceived interpretation of their zoning, then the developer should be allowed to increase building height but under no circumstances reduce the required open space. Open space should be selected based on the space with the most trees.

b Develop pedestrian and bicycle linkages between neighborhoods and major natural areas, recreation facilities, schools and commercial centers. Parks PA-13 COMMENT: With regard to neighborhoods, existing and new development must not be allowed to restrict bicycle parking, and where bike-specific parking is not provided. Parking lots in multi-family areas must allow bicycles. Without such a provision, the attempts to provide a walking and biking friendly environment in our higher density neighborhoods can be squelched by a few drivers complaining about bikes in the parking lots. The common good of promoting bikes must mean that car parking areas also make space for bike parking

City of Bellevue – Online Open House Comments

Up to date through 03/4/2015 8:15 am

c Evaluate and facilitate car-sharing and bike sharing programs. Transportation TR-18 Support establishment and operation of a bicycle sharing program in Bellevue. Transportation TR-X21 COMMENT: Again, if bike parking is not guaranteed to people, bike sharing programs can be rendered unsuccessful.

d Enhance and support a safe active, connected and functional pedestrian environment for all ages and abilities. Urban Design and the Arts UD-73 COMMENT: We need to reduce car use and restrict tailpipe emissions. Otherwise, being a pedestrian is subjecting yourself to the exhaust decisions of every car owner who drives along your pedestrian-friendly street.

The local air pollution is bad – you can always smell it on our sidewalks, and it is harming our health, and especially the health of our children who don't have the option of driving everywhere.

e Comments on some of the elements of the Natural Environment section: The following comments are based on policies on this page: <http://bellevue2035.publicmeeting.info/natural-environment#sthash.Y2j9PUUpP.dpbs>

The web page starts out “Enough Trees?” and dedicates most of the introductory space to preserving trees. Sadly, However, there is little that shows the city is prepared to take the needed approach to preserve our existing trees. The city’s policies need to be strengthened to prevent native vegetation loss. Along NE 8th St in the past 2 years I have seen development needlessly remove trees that are along the edge of developments. For example, a building just west of Stevenson Elementary took down a row of evergreens just to make construction and a parking area easier to deal with.

Many people just remove a tall tree because they saw someone else do the same. Provisions instead need to be made to keep healthy trees standing and not disturb the roots. All the trees together make us healthier and happier, so we need to account for this and make the cost of removing them very high for developers and land owners. If everyone removes “just their own tree,” we’ll have none left.

At a new housing development along 124th Ave NE and NE 8th St, there was a beautiful large tree on the corner of the development. It would have been a great amenity for residents. The buildings that are there now would only have needed to be moved back a few feet to allow that old beautiful tree to remain. But, instead, it was removed as though it were a weed, and the neighborhood lost character. The residents lost a cooling friend in the summer that would have been a great visual and mental break between their home and busy NE 8th street.

Environment EN-X6 - Make low impact development the preferred and commonly-used approach to site development to minimize native vegetation loss and stormwater runoff.

Utilities UT-X7 - Consider low impact development principles to minimize impervious surfaces and native vegetation loss on all infrastructure improvement projects.

Environment EN-X3 - Tree canopy Establish citywide tree canopy targets that reflect our "City in a Park" character and an action plan for meeting targets across multiple land use types including right of way, public lands, and residential and commercial uses.

COMMENT: These policies “considering” LID will do little to prevent tree loss unless additional strict requirements are added to require tree retention. Otherwise, developers choose only LID principals that focus on installing LID elements after the area has been cleared of vegetation. They install pervious pavement and they add plantings such as rain gardens.

LID is good, but the BEST WAY TO GET THE BENEFITS OF TREES IS TO KEEP THE ONES YOU HAVE ALREADY.

Bellevue has trees 30, 40, 50, and 100 years old. Most of us will be dead before one that is cut down can be replaced. Looking across the city to the tops of these majestic evergreens makes our city a beautiful Western Washington city. Without them, it’s just concrete.

Land Use LU-X1 -Retain the city’s park-like character through the preservation and enhancement of parks, open space, and tree canopy throughout the city. COMMENT: I agree this is important. Again, I fully support the preservation of the tree canopy, and cannot emphasize enough that we must add real and strict requirements to make it happen.

Environment EN-X10 - Minimize the loss of tree canopy and natural areas due to transportation and infrastructure projects and mitigate for losses, where impacts are unavoidable. COMMENT: Transportation and infrastructure projects should not remove trees at all. We have enough roads – we need to make better use of them for transit and demand-pricing if we have too much traffic. Require the involvement of local citizens in the planning of specific projects so that they can be given the opportunity to find ways to avoid the loss of trees. They will provide creative ways to save trees options as they can carefully focus on a particular area and give it more thought than staff or planners often have time for. Thank you for the opportunity to comment.

0.14

Name:	Email:	Date:	ID:
Samir Chudgar	samirchudgar64@yahoo.com	2/26/2015	102367
Comment:			
educate community to be respectful of other neighborhoods when it comes to traveling through to their destinations. develop streets and improve surrounding neighborhoods before allowing construction of dense apartments and community homes.			

0.15

Name:	Email:	Date:	ID:
John Dex	wjdex@yahoo.com	3/01/2015	102408
Comment:			
<p>a I can't emphasize enough how bicycling and pedestrian facilities are not the same thing. As a cyclist who is also a pedestrian and driver, I notice that throughout Bellevue extra wide sidewalks are essentially in place for cyclists instead of on-road bike lane or a separate bike path. Pedestrians and</p>			

their pets are incredibly unpredictable and I do not want to ever ride my bike on a sidewalk. Unless the road is dangerous, I will always choose a road over a sidewalk.

I'd like to see more covered bike parking downtown and in major shopping areas.

b Please please please change your guidelines on "compact car" parking spaces. They are essentially ignored by drivers who shove their monster SUVs into any space (or two) they can find. Err on the side of too much parking and require that spaces are adequate for Bellevue's many large passenger vehicles.

I love the Eastside Corridor project (been on Kirkland trail); and all other bike safe links between neighborhoods and parks. These are great alternates for commuters who can avoid busy automotive corridors.

Thank you for opportunity to comment!

O.16

Name:	Email:	Date:	ID:
Candace Donovan	donobug2@comcast.net	2/14/2015	102018
Comment:			
This appears to be a well thought out plan. I was especially interested in the Natural Environment section as I feel the one thing that really keeps Bellevue livable is the location and abundance of parks, by-the-side of the road plantings, green spaces. It is vital to growth that this area be of great importance for both livability and the ecological well being of our city. Thank you for a wonderful city and all the hard working individuals who keep it this way.			

O.17

Name:	Email:	Date:	ID:
Karen Esayian (1)	kesayian@aol.com	2/28/2015	102402
Comment:			
a	Growth policies: Making sure neighborhoods are not negatively impacted by accommodating growth of the city.		
b	Land use element: maintain health of single family neighborhoods.		
c	The importance of using emerging information, 21st century, in providing utility service.		
d	Neighborhoods: Support neighborhoods in maintaining their distinct character.		
Protect neighborhood character, not only in deployment of new telecommunications equipment, but with any proposed upgrade of utilities-ie: Energize Eastside project proposal.			

Hear what the community has said, in open communication regarding how they define their neighborhood and its uses. (Ie: no 100 ft x 3-6 foot power poles in residents backyards).

Continue to support the social fabric of neighborhoods.

e Support UT x20' and UT x 21 with regard to undergrounding of electrical systems. Please consider this for transmission lines also.

f Natural environment: do not allow the removal of thousands of trees to accommodate an electrical transmission system better suited for a commercial or a larger electrical grid area.

g Continue to emphasize "City in a Park" and low impact of any new developments.

h Community stewardship: protect the schools and their surrounding areas from overdevelopment and the intrusion of high power transmission lines.

i Economic prosperity: UT x5: definitely emphasize emerging technologies to utility providers (ie Eneegize Eastside proposed project)

O.18

Name:	Email:	Date:	ID:
Karen Esayian (2)	kesayian@aol.com	2/28/2015	102403

Comment:

Following are sections that I feel are most important to maintain the legacy of the City of Bellevue as a city in a park, a city with involved residents, a city that attracts forward thinking in growth and development and a city that makes a commitment to future generations.

a Growth policies: Making sure neighborhoods are not negatively impacted by accommodating growth of the city.

b
c Land use element: maintain health of single family neighborhoods. The importance of using emerging information, 21st century, in providing utility service.

d Neighborhoods: Support neighborhoods in maintaining their distinct character.

Protect neighborhood character, not only in deployment of new telecommunications equipment, but with any proposed upgrade of utilities-ie: Energize Eastside project proposal.

Hear what the community has said, in open communication regarding how they define their neighborhood and its uses. (Ie: no 100 ft x 3-6 foot power poles in residents backyards).

Continue to support the social fabric of neighborhoods.

City of Bellevue – Online Open House Comments
Up to date through 03/4/2015 8:15 am

- e** Support UT x20' and UT x 21 with regard to undergrounding of electrical systems. Please consider this for transmission lines also.
- f** Natural environment: do not allow the removal of thousands of trees to accommodate an electrical transmission system better suited for a commercial or a larger electrical grid area.
- g** Continue to emphasize "City in a Park" and low impact of any new developments.
- h** Community stewardship: protect the schools and their surrounding areas from overdevelopment and the intrusion of high power transmission lines.
- i** Economic prosperity: UT x5: definitely emphasize emerging technologies to utility providers (ie Eneegize Eastside proposed project)

O.19

Name:	Email:	Date:	ID:
Erika Flesher	eflesher@swissnet.us	2/23/2015	102188
Comment:			
<p>I like the goals for the natural environment. I'd like to special support to the efforts to minimize reduction of the tree canopy and suggest that the city adopt goals for replanting trees that have been cut down. I think there should also be policies for residential areas governing how replanting trees when existing ones have been cut down (i.e if you cut down a tree on your property, you need to plant a new one, or contribute to a fund for replanting elsewhere in the city). In my neighborhood, several local homeowners directly surrounding my house have each cut down at least 4 trees each on their property without planting any new trees. As a result, all the homes on the block have less privacy, increased noise (as the trees muffled the noise), and decreased shade/protection from wind. In addition, local birds lost their places to live (the trees) and moved elsewhere or died, which in turn increased the number of insects in the area.</p>			

O.20

Name:	Email:	Date:	ID:
Micky Funk	Micana5972@gmail.com	2/14/2015	102019
Comment:			
<p>As the population of Bellevue and the surrounding area grows, now is a great time for the city of Bellevue to step up and plan for an arena. Lately, there has been great interest for an NHL team to either expand or relocate to the Seattle area. Being from the Northeast part of the country, I had the luxury to attend NHL games with only few hours drive apart. Boston, New York City (which have 2 NHL teams), New Jersey, Philadelphia and Washington DC all within driving distance. Unfortunately, there is only 1 NHL team within driving distance from Bellevue which is in Vancouver and it's really hard to purchase a ticket for a Vancouver Canucks game as most of the games are sold out or any tickets that are available are to expensive for me. My wife and I have lived in the Seattle area for 5</p>			

City of Bellevue – Online Open House Comments

Up to date through 03/4/2015 8:15 am

years now and the last 2 years in Bellevue. We really enjoy living in Bellevue but for me, there's not much to do. The downtown park is nice but if my wife and or I want to do something we enjoy, we have to go to Seattle. People I interact with here, majority say same thing, Bellevue is a nice place to go shopping, but that's it, nothing much else. My wife really wants to stay here in Bellevue and I would like that as well but there's not much to do here, even more so in the winter time. If Bellevue does build an arena not only for sporting events but for music events and so much more, Bellevue would indeed be the place to go for more than just shopping. I seriously hope Bellevue will take in consideration in building an arena which will have both positive economic and moral impact. Thanks for your time.

0.21

Name:	Email:	Date:	ID:
Dave Gray	david_m_gray@hotmail.com	2/26/2015	102370
Comment:			
<p>I attended the open house. I am concerned with the continued development in northern Bellevue. Specifically the new apartments on the former Angelo's property and the new development on the Group Health property will continue to add pressure to an already burdened traffic zone. Traffic gets backed up in the "iron triangle" of 156th, Bel-Red, and 24th. That backup pushes traffic east into the neighborhoods, where high volumes of traffic go through neighborhood streets like 30th and 164th. The neighborhoods are suffering.</p> <p>I'm further concerned that the property south of the Angelo's development is clearing their tenants so that they can rebuild this area. The area was rezoned to accomodate a transit system that is no longer targetted for this area - why hasn't the land use and zoning been updated to reflect that?</p> <p>We should have a moratorium on development in this area until further traffic studies can be done and mitigation plans are in place</p>			

0.22

Name:	Email:	Date:	ID:
Lizette Hedberg *DUPLICATE of 102265*	lboberg12@hotmail.com	2/24/2015	102270
Comment:			
a	<p>Lets get going Bellevue- The Eastside Rail Corridor is extremely important to my family. A healthy environment with trails, parks, community, sustainable living and forward multi-mode transportation is wildly important. YES to being a leader in Green and NO to being a cement skyscraper motorized strip mall. Look at University Village- walkable, community with trail access and trees and green. Let's inspire technology. Let's be solution oriented in a healthy way- move forward not back. Walking, biking, parks, green, community, smart, easy, lively . healthy- lean forward.</p>		
b	<p>LU-X4 LU-26 LU-X02 HO-2 PA-13 UD-UD-73 ED-X6 Absolutely of greatest importance. Multi-mode transportation, networking for recreational, commuting and shopping is imperative with lots of nature and quiet spaces. We live here for environmental quality of life. All areas now have same shopping, so folks move and live here for joy of water, mountains, hiking, birding. As you strip away all goodness and only create endless traffic- we will move away or atleast not shop anywhere as you can not get</p>		

anywhere due to poor planning.

c LU1/TR43 must include bike/walking/jogging trails both separate from cars and when no other option, on same road as cars.

d UD-X1 I do not find value in the artwork that Bellevue puts up- the benches/flowers are metal and uninviting. I do like the sculpture when bronze and outdoor playing or people of culture, but feel our dollars are better spent on safe trails and parks, not eccentric art - most people I speak with feel the same way.

e UD-X1 Magnet is water, mountains, - most I know say that as Bellevue choses to have only cement and no safe bike trails, they avoid the area. University Village is so much more fun with its community feel and walkability and trails and university and green spaces. Every weekend we end up going there or to Greenlake to walk- so much more fun than the skyscraper cement of strangers. we do love the park south of the mall, but wish less cement around the water and more natural.

f UT-X14 UT-X16 UT-X2 Free to everyone. Internet breeds innovation and community and no one should suffer with no or slow connectivity or speed. Think community spirit for all, not just for rich. No matter where we are we should be able to connect and do work or play in the 21st century Bellevue that attracts high tech.

g EN-X7 EN-X8 TR-X26 UD-X6 UD-X7 Absolutely YES to all Green Initiatives- use solar, wind, green materials. Invite nature in and around us. Cement kills us and our environment- be smart and sustainable - yes electric cars, yes multi-mode, yes light rail, yes more trees and green spaces with native plants. I would rather no artwork and instead have a food forrest that attracts birds and bees and harmony.

h TR-X13 Expect a city of the future- with modern energy efficient, non polluting, Vision Zero. Do NOT want single car drivers- we need to be leaders in innovation and fun vs pollution and traffic jams. Take these decisions out of the hands of backwards thinkers and get into hands of "good for all" healthy people

i TR-X15 TR-X19 Do this correctly with great access that is safe, easy to find and the path is WIDE to accommodate bikers and walkers. If you build it, they will come, If it is built without current Best Practices from around the world, it could fail. Do not cut corners now and regret later that we were not forward thinking.

j HS-X1 Multi-mode and safe and lots of environmental outdoor pleasure to make lively and healthy Trails and lanes must be wide 14 feet is ideal and be split when possible to separate bikers/walkers.

k UD 28 P-X1 There must be wayfinding to other trails and businesses and restrooms and milage along the trail. Also need gravel parking lots, access to trail signs. People do not use what they do not know about- help folks to use their neighborhoods.

Also signs for use of trails- people can not walk 3 abreast with extended dog leashes and bikers can

not go over 15 MPH.

When possible, bike lanes, sharrows, need to be repainted and road sides must be cleaned regularly to remove glass, debris and overgrown shrubs. Same with walking/jogging area- remember usage is lower due to the fact that trails/lanes are not safe, not because public is lazy and wants to sit in a motorized vehicle. Build safe networks and public health and community will grow and carbon footprint will lessen- WIN!

I LU1/TR43/UD-X20 Trails and roads must be maintained and periodically surveyed- large potholes, cracks in roads cause bikers to swerve or not ride and put families at risk for same reason. Areas need to be well marked and there needs to be lighting/solar dark sensor for safety along with

Also must have large open grassy parks, not cement parks. There needs to be trees and birds - no more ART that looks like nature- use the money are real nature. Must be sidewalks that are wide and encourage strolling, shopping, jogging with trees and flowers- not cement everywhere.

m TR-X28 This is vital to reduce speeding and crimes. We also own a home by Grasslawn in Redmond and while we are not necessarily on pass through- we are a road that gets crime and fast drive through- need to slow people down so not fun anymore and safer for residents.

n N-12 We must have a public commenting period as Bellevue should not be one big cement structure- we live in the great northwest due to water, mountains, trees, wildlife and the joy of flavorful neighborhoods. We can not rest the full design on building- it will backfire if it because a strip of cement with no environment and community aside from expensive indoor "clubs".

O.23

Name:	Email:	Date:	ID:
Kathy Key	kkey@kcls.org	2/17/2015	102051
Comment:			
a	Hi, here are two future mobility/transport ideas: I think downtown Bellevue would be nicest if there are fewer commuter cars. I come from North Seattle (East Ballard) to work in downtown Bellevue, its 25 to 45 minutes door to door by car, by bus it would take 75 minutes door to door one way to do a 12 mile trip. I think north Seattle should be linked to Bellevue better with transit. Most of the buses going to downtown Bellevue go through downtown Seattle to I 90, which doesn't make sense if you live in N Seattle closer to 520.		
b	On the topic of bikes, most Seattle bike routes are just painted stripes on busy streets that don't connect well, it seems to me Bellevue has a bit more room to do protected bike routes that connect downtown and also go to major parks. Think that could be great for the future of the City to have bike routes that even kids and older people could go on. Thanks for your work on envisioning the future!		

City of Bellevue – Online Open House Comments
Up to date through 03/4/2015 8:15 am

O.24

Name:	Email:	Date:	ID:
Carol Koepp (1)	carolkoepp@comcast.net	2/13/2015	101974
Comment:			
<p>I would like to recommend that the City of Bellevue increase its housing stock for low income workers. According to the info in the report, only 9% of current housing is affordable to those making 50% or less of median area income. We know that one of the qualities that attract visitors to Bellevue are the wonderful restaurants, hotels and shopping opportunities. Most employees of those attractions earn low wages, especially if they work part time, which is often the case. They have a need to live close to where they work. If they need to go to a neighboring community for housing they can afford, it increases congestion on the hwy. By providing more low income housing some of the traffic issues will also be solved. Win-win!</p>			

O.25

a
b

c

d

e

Name:	Email:	Date:	ID:
Carol Koepp (2)	carolkoepp@comcast.net	2/14/2015	101974
Comment:			
<p>*N-3 Train police in Crisis Intervention Training *HS X1 easily accessible service points near public transportation</p> <p>*Encourage car sharing and bike sharing</p> <p>*Need some supported housing for folks with mental illness and/or physical handicaps and affordable housing for lower income w/o handicaps</p> <p>*Work with advocacy agencies in educating public about the need for supported housing to reduce fear (NAMI)</p> <p>*Encourage businesses to work with non-profit agencies who train people with handicaps for employment-encourage businesses to take advantage of incentives put in place by the state when hiring those with handicaps</p> <p>*strongly encourage mid-to large businesses to have or pay for quality/affordable child care, esp. for low income employees</p> <p>*strongly encourage employers who hire part-time shift workers to keep shifts consistant; helps with child care plans and reduces stress.</p> <p>*strongly encourage employees</p>			

O.26

Name:	Email:	Date:	ID:
Micki Larimer	mickilarimer@gmail.com	3/03/2015	102502
Comment:			

In Volume 2 Comprehensive Plan Amendments, the Eastgate Land Use Plan Map (p. 41) shows huge swaths of the Eastgate residential area, from 38th to Newport Way labeled as 'Office'. This is inconsistent with the city's stated goal of maintaining neighborhood character, as well as the Policy S-EG-11, which addresses maintaining and rehabilitating existing housing stock in the area as a means of providing affordable housing in the city boundaries.

This area should remain zoned as single family housing. Those who voted for incorporation did so with the assurance that COB zoning would remain commensurate with our zoning as part of unincorporated King County.

0.27

Name:	Email:	Date:	ID:
Tim Ma	tnm128@hotmail.com	2/24/2015	102236
Comment:			
I believe that it would be beneficial to have bike lanes that goes from South Bellevue P&R down Bellevue Way into Kirkland connecting the Lake Washington bike loop. I also would like to see a dedicated bike path that somehow goes down or along 8th ST which connects to Crossroads			

0.28

Name:	Email:	Date:	ID:
Ticson Mach (1)	ticson@gmail.com	2/25/2015	102326
Comment:			
for each stated policy, how do we see them translate into implementation, whether is it codes, or procedures. I like to be able to read a policy and direct it to specific code in the city standard or procedure			

0.29

Name:	Email:	Date:	ID:
Ticson Mach (2)	ticson@gmail.com	2/25/2015	102330
Comment:			
the utility policies talk about protecting the surrounding, requiring undergrounding of new installation, mitigate impact to neighbor, protect Bellevue's aesthetic quality and infrastructure investment from unnecessary degradation caused by such construction, but yet in the Energize Eastside PSE project, City of Bellevue has not represented the resident of the area in protecting these policies.			

0.30

Name:	Email:	Date:	ID:
Tom Mallard	mallard@mallard-design.com	2/25/2015	102293
Comment:			
<p>As a no-car cyclist, generally speaking can I say for commuting N-S or across the bridges the hills are too steep and too long, cycling routes are not designed by cyclists so they are dangerous at crossings for many trails in Puget Sound.</p> <p>A second big problem is that the traffic is too close for most riders to feel or be safe.</p> <p>I don't recommend cycling to anyone, it's too dangerous for the average rider, that's well known and painted bike lanes do help this, the new overpass & trail to Evergreen Point are a steep, long climb, the crossings are well done but it's a killer hill no breaks.</p> <p>No planning for riders to ride across 520 is the dumbest choice ever, it kills a lot of bicycle traffic dead and the ride around is I-90.</p> <p>Sorry, total failure, how can you expect ridership? It will never will work putting 3 racks on a bus & call it good versus having a continuous bikeway like I-90, failure never to be fixed until there is one.</p> <p>From riding so many years, recently I bought racing wheels and found drivers pay attention to them way better than glowing jackets, people texting see the wheel logos and look up.</p> <p>Cheap life insurance, I'm wearing them out commuting on them, it's that big a difference on safety but I can't use those wheels on a bus at night, the disc wheel hides a headlight.</p> <p>You need cyclists on design teams and you need to listen to them and do what they want not triage it off and end up covering up a headlight on a bus.</p> <p>Suggest rear racks hanging the bikes by the front wheel with a J-hook to hold the frame from bouncing off, like some roof racks done vertical, should be room for 4 bikes.</p> <p>Re-route cars away if need be to increase safety in certain sections, if done well the ridership will increase in one season.</p> <p>The point is the riders are there, if you give them what they need on the easiest way to ride they'll use it and you'll see results, you can't run a marketing campaign, what the streets are like is the only place it matters.</p> <p>Get real about 7% grades on "commuter" routes, just sayin', that's ok if you're a racer but taxing to handle daily if not, a big negative to ridership for the route to have even short pitches over 10% grade as well.</p> <p>From downtown to Crossroads it's all climbing yet when you get to 130th on 24th going east you drop down before having to climb back up to the height of 148th, 8-9% grade to there from the bottom of</p>			

that pitch.

Try it with a load from Whole Foods or Uwajimaya, the bike path on the north side of 520 makes you climb a really steep pitch at the very end with no easy connection for the extra hill you climb, it's best for my safety to ride cross back south, ride into the left turn lanes and make the lights to the last 8-9% grade on the sidewalk.

It's not a "bike commuting trail", it's a convenient place to put the bike traffic for the least cost. You get what you pay for and with so much hard riding on any route there's only hardcore riders out there.

Please consider bicyclists as athletes so they need a good diet & recovery time, for my body after 11-12 miles one-way it will go into recovery mode after I stop, so, that can include a nap after so many days in a row, this is not well received at work.

This is what you deal with if you bicycle, you do give up a certain style of living, you live closer to work.

If you drive, it's a pound of carbon emissions per mile and 1,000-sq-ft of land lost to sea-level rise per year per driver, a lot of that is in the USA.

0.31

Name:	Email:	Date:	ID:
Daniele Maso	inglele@live.com	2/13/2015	102017
Comment:			
<p>Natural environment Set a growing level with more strict rules on better energy efficiency standard for new houses and include also renovation for existing houses. It should be an increasing limit requirement each year and comprehensive of all aspects like: wall isolation, energy used to heat and cool whole building, isolated windows, high efficiency furniture, eco-friendly materials, etc. The real target is to have all buildings and houses with Leed certification: http://www.usgbc.org/LEED/</p>			

0.32

Name:	Email:	Date:	ID:
Margaret Moore	mmooreii@comcast.net	2/28/2015	102404
Comment:			
<p>We are deeply concerned about the PSE plans to string huge power lines through neighborhoods without clear evidence they are necessary. We are looking to the City of Bellevue an the City Council to bring their full weight into being sure this decision receives the scrutiny it must have before an Australian hedge fund is able to earn millions at our expense on a premise that is suspect at best. The community process engineered by PSE was flawed and provided no venue for a range of opinions and options to be considered. Please help us!</p>			

City of Bellevue – Online Open House Comments
Up to date through 03/4/2015 8:15 am

0.33

Name:	Email:	Date:	ID:
Roselyn Olson	roselynmari66@hotmail.com	2/26/2015	102368
Comment:			
a	1. Affordable housing; a real need in Bellevue. St. Luke's Lutheran Church has asked for a zone change to allow building affordable housing on its property. This should be passed as will contribute to affordable housing available in Bellevue.		
b	2. There is an area north of Overlake Hospital (& north of NE 12th) bordered by 405 on the west and 520 on the north. It now has houses, most of which are used for commercial purposes. The FAR presently allowed is inconsistent with the long term plan for the area. Developers are unable to build what the city of Bellevue has recommended. The FAR needs to be increased for this small area.		

0.34

Name:	Email:	Date:	ID:
Robert Pantley	robert@pantley.com	3/01/2015	102406
Comment:			
our goal is to bring more art and culture to the Eastside with a foundation of more affordable, sustainable and enjoyable communities with a focus on creative and artistic people who can support this effort.			

0.35

Name:	Email:	Date:	ID:
Paul Quinn	gpq2714@gmail.com	3/01/2015	102409
Comment:			
I think Bellevue is a great city and can only get better. I do think affordable housing must be a great consideration than it has been in the past. This will allow the diversity of people common to a city like Bellevue to live in a home. A key to a thriving city.			

0.36

Name:	Email:	Date:	ID:
David Plummer	pdf3@comcast.net	2/17/2015	102077
Comment:			
In the Transportation Element:			
a	1. On one of the pages of the packet materials for the Transportation Commission's 10 December 2014 meeting is a drawing/map of something called "Shopping Streets." The map		

shows an area on 130th Ave. NE between the Bel-Read Road and NE 20th St.; the area is depicted as larger than the shopping areas at Crossroads, and at Factoria. This map should be revised to reduce the 'size' of the 'shopping street' area on 130th Ave. NE to about the size of one-half the area of the Crossroads shopping area. This change should be reflected in the Comprehensive Plan.

2. A 'shopping-street' area should be added to the "Shopping Streets" map (of about the size of the shopping area shown for the Walmart shopping area at 148th Ave. NE and Main Street) for the shopping area planned for the Spring District (approximately 120th Ave. NE and NE 16th St.).

- b**
3. The proposed changes to the Transportation Element of the Comprehensive plan do not show any consideration/recognition of the present and forecasted number and distribution of the City's older and disabled adult population, whose primary mode of transportation is likely to be the passenger automobile. Very few of the members of this population segment can, or want to ride bicycles, or are able to walk to HCT connection points; moreover, many older adults are concerned about the security/safety of HCT.

- c**
- 4.
 5. The proposed changes to the Transportation Element continue it's current excessive, incredibly fine-grained policy prescription, resulting in a 'plan' that is virtually impossible to comply with, and that shows an unwarranted bias against the automobile as a transportation vehicle. The proposed changes also perpetuate the use of the unsuitable intransitive verb 'play' (e.g., "... live, work, play, and learn ..."), when a better choice would be to use recreate; this usage should be corrected throughout the Comprehensive Plan. In general, it would be helpful to reduce the number of policies in the Transportation Element to about 25-30.

- d**
6. The Transportation Element should be revised to eliminate normative/proscriptive language that pontificates against single-occupant vehicles, and favors high density development (e.g., 'TOD'); for example, delete TR-7; and revise TR-11 to eliminate this bias. Also, revise TR-14 to eliminate a policy of having Bellevue taxpayers provide " ... covered bicycle parking, showers, lockers and related facilities ..."; such amenities should be provide by the bicycle owners/operators, their employers, or by other means not requiring taxpayer subsidies.

- e**
7. Delete Transportation policy TR-29; there has been no demonstrable public support within the City of Bellevue for the policies set forth in PSRC's Vision 2040; this over-reaching scheme has only been adopted by elected officials in PSRC's governing body with no referendums held in their various municipalities. Also, delete TR-3 and TR-73; these trivial useless, spacing-occupying policies need no annunciation in the Transportation Element plan.

- f**
8. Revise TR-75-series of goals/policies to clarify that the City of Bellevue only facilitates the use/operation of HCT systems (e.g., busses, light rail); delete TR-75.2, and TR-75.3 - these are trivial policies.

- g**
9. Revise the Pedestrian and Bicycle policies to include consideration of the older and disabled City population segment who do not chose to use bicycles, and may not be able to walk reasonable distances,

h 10. Revise TR-91 to delete reference to the Bel-Red area, as this area will be amply served by light rail, and does not need any further enhancement of existing freeway access. Likewise, revise TR-100 to delete reference to interchange improvements on SR-520 at 124th Ave. NE, as such improvements are not needed.

i 11. Delete the transitive verb 'optimize' in the Transportation Element as there is no definition of how such a condition can be achieved under the policies that use the term; substitute 'cost effective' where appropriate.

j 12. Add a new policy that requires the Transportation Department to use life cycle cost analysis and cost effectiveness analysis techniques when developing budget proposals for new and/or revised/modified infrastructure.

k In the Capital Facilities Element

1. Add a new policy that requires the City staff to use life cycle cost analysis and cost effectiveness analysis techniques when developing budget proposals for new and/or revised/modified infrastructure and other capital facilities.

l In the Utilities Element

1. Add a new policy that requires the Utilities Department to use life cycle cost analysis and cost effectiveness analysis techniques when developing budget proposals for new and/or revised/modified utilities infrastructure.

m In the Citizen Engagement Element

1. 1. Add a new policy that requires the City communications director to develop, coordinate and publicize proposed communication protocols and procedures for the City staff and Council. The protocols and procedures should define how written, oral, and electronic (email, etc.) communications from citizens are received, processed, and responded to in a timely and effective manner (similar to the way that public records requests are received, tracked and responded to).

14414 NE 14th Place Bellevue, WA 98007

O.37

Name:	Email:	Date:	ID:
Farzana Rahman	arcfarzana@gmail.com	3/03/2015	102501
Comment:			
I live in Bellevue downtown. Currently, I have noticed that there are lots of constructions going on in the downtown area and it seems like we are going to have more high-rise buildings in the upcoming			

City of Bellevue – Online Open House Comments
 Up to date through 03/4/2015 8:15 am

years. I like the urban ambiance of Bellevue downtown and don't mind having architecturally significant buildings here. But, I strongly recommend that the comprehensive plan should include design guidelines regarding tower spacing and encourage open spaces adjacent to these towers. Right now, I personally enjoy walking in Bellevue downtown because most of the streets are not shaded by other buildings, and they haven't become wind tunnels and there are still some pocket open spaces adjacent to these buildings which act like setback where one can stand and enjoy the architecture of tall buildings or even the skyline of Bellevue downtown.

0.38

Name:	Email:	Date:	ID:
Craig Schaff	schaffcraig@gmail.com	2/24/2015	102235
Comment:			
I would like to personally support and put effort towards promoting the development and use of the Eastside Rail Corridor as a regional trail for walking and biking. This would be an amazing trail providing and connecting the communities through alternative methods of travel/commuting. How can i help?			

0.39

a

Name:	Email:	Date:	ID:
Dwight Schrag	dwights30@comcast.net	3/03/2015	102489
Comment:			
<p>THANK YOU FOR OPPORTUNITY TO INPUT & RECOMMEND ACTION - Comments on Land Use Policies: Recommend that Affordable Housing become a major focus for Downtown Bellevue and properties be designated to locate future housing and/or mixed use elements so that people working in the Downtown have affordable options. This will reduce traffic congestion, help resolve severe parking problems and promote a more livable community now and into the future. See LU-3, 4, 5, 19, 21, 22, 23, 24 & LU-X5 below as basis for taking timely, forward-looking action. Form a citizen's advisory board/commission to help develop reasonable, effective, proactive strategies for implementation to be presented to City Planners and City Council as designated below.</p> <p>Land Use p. 22 LU-3. Accommodate adopted growth targets of 17,000 additional housing units and 53,000 additional jobs for the 2006-2031 period and plan for the additional growth anticipated by 2035.</p> <p>LU-4. Encourage new residential development to achieve a substantial portion of the maximum density allowed on the net buildable acreage. LU-5. Periodically update the city inventory of buildable land capacity and evaluate development activity and achieved densities to ensure that the city is able to meet its regionally-adopted housing and employment targets over the next 20 years. Residential Areas</p> <p>LU-19. Maintain stability and improve the vitality of residential neighborhoods through adherence to, and enforcement of, the city's codes.</p> <p>LU-20. Promote maintenance and establishment of small-scale activity areas within neighborhoods</p>			

that encourage pedestrian patronage and provide informal opportunities for residents to meet.

LU-21. Support neighborhood efforts to maintain and enhance their character & appearance. page 23

LU-22. Protect residential areas from the impacts of non- residential uses of a scale not appropriate to the neighborhood.

LU-23. Provide, through land use regulation, the potential for a broad range of housing choices to meet the changing needs of the community.

LU-24. Encourage adequate pedestrian connections with nearby neighborhood and transit facilities in all residential site development.

page 24 LU-X5. Help communities to maintain their local, distinctive neighborhood character, while recognizing that some neighborhoods may evolve.

.....

b Comments on Affordable Housing Policies: Bellevue has fallen evermore further behind in providing reasonable development Action Plans to accommodate growth needs and forecasts. This cannot continue. Request and recommend that Affordable Housing become a key focus for Downtown Bellevue and immediately surrounding high-growth corridors. Property values will price out reasonable alternative sites unless undeveloped or under-developed properties are designated now to locate future housing and/or mixed use elements so that people working in the Downtown have affordable living options. Such top-priority initiatives will reduce untenable traffic congestion, help to mediate unacceptable, severe parking problems and will promote a more livable community now and into the future. Investments now will benefit all of Bellevu's

"Forming Our Future" goals. See pages 3,4,5,7 policies (listed below) and Housing Elements quoted below for justification to start taking action NOW, in 2015-2016. Work with Bellevue DASH (Downtown Action to Save Housing) to develop a Task Force and Citizen Committee to help guide the process. See policies below:

page 3 Housing - Moderate and low income households have limited housing options in the city. Only 31 percent of Bellevue's housing stock is affordable to households with moderate incomes (earning less than 80 percent of King County median income) and only 9 percent is affordable to low income households earning less than 50 percent of King County median income.

page 4 Housing - More than 30 percent of Bellevue households earn less than 80 percent of King County median income, yet these households have limited housing options in Bellevue. A high proportion of these households spend a greater percentage of their income on housing than is typically considered appropriate. Households within this category include workers in education and services and persons on fixed incomes, including many elderly residents. Bellevue's limited range of housing options challenges the availability of a varied workforce and a thriving economy.

page 5 Housing - Affordable housing is a priority for the community and an issue for businesses concerned about the cost of housing for workers. Bellevue helped found and continues to participate

in A Regional Coalition for Housing (ARCH), an intergovernmental agency to assist cities in their efforts to preserve and increase the supply of housing for low and moderate income households. ARCH coordinates a joint Housing Trust Fund, funded by member cities, which provides financial support to private and non-profit groups creating affordable housing for families, seniors, the homeless and for persons with special needs. ARCH also assists members with developing and administering local housing programs and implementing best practices in housing planning.

Figure HO-3. Future Housing Capacity

page 7 Housing - To improve neighborhood quality, Bellevue encourages and coordinates neighborhood participation in enhancement projects. Neighborhood groups can partner with the city to enhance their area with features such as landscape plantings, signage, and special paving on streets or sidewalks.

.....

C Recommendations relating to Downtown Housing residential & mixed use building projects implementation for Bellevue. Such vitally important, essential projects have been implemented throughout the world and in most major U.S. cities to alleviate high demand for Affordable Housing. Seattle's Mayor just proposed a \$35 million budget item to help resolve the crisis developing in Downtown Seattle. Bellevue should not wait until such crisis-level events as Seattle's overtake Planner's ability of the city to respond in a cost-effective, responsible manner. Housing Pages 8,11 & 16 (below) and policies HO-11,12,13,15, 32,33, & 35 all apply, providing ample guidance for City Management and City Planners to take initiatives for funding actions NOW. Urge priority to seek available State, County and Federal funding alternatives to speed implementation over next 5 years:

page 8 Housing - Downtown housing. Mid-rise and high-rise residential and mixed use buildings will provide housing for people who choose to live in urban neighborhoods such as Downtown that have high concentrations of jobs and services and a variety of transportation options. The Downtown Park and the Bellevue Regional Library are becoming new centers for urban residential activities. Innovative housing types such as small studio units may increase the supply of affordable housing in the Downtown area.

page 11 Housing - Affordable Housing: However, Bellevue is lagging in the creation of low income housing, as are many other Eastside cities. It is also noted that the annual rate of creating affordable units has been less in the last decade than it was in the 1990s. The housing affordability gap, the gap between the need for housing affordable at a particular income level and the number of housing units affordable to those households, is significant.

For Bellevue and the Eastside, the most significant shortage of affordable units occurs for very low income households, with 30 percent of AMI or less, and for low income households, between 30 and 50 percent of AMI.

page 16 Housing - HO-11. Encourage housing opportunities in mixed residential/ commercial settings throughout the city.

HO-12. Provide incentives to encourage residential development for a range of household types and

income levels in multifamily and mixed use commercial zones.

HO-13. Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.

HO-15. Provide opportunity to allow a demonstration project through methods such as an interim ordinance enabling a demonstration project(s) that would serve as a model for housing choices currently not being built in Bellevue.

page 18 Housing - HO-32. Explore all available federal, state, and local programs and private options for financing affordable housing.

HO-33. Explore financial incentives to encourage affordable housing, such as partial exemptions from city permit fees, the state property tax exemption program and other state enabled programs.

HO-35. Ensure that all affordable housing created in the city with public funds or by regulation remains affordable for the longest possible term.

.....

d Recommended action per Housing Strategy Plan below includes development of the Functional Plan with timelines, schedules, funding allocation, priority staffing and action steps and/or lists to implement the Strategy described below:

page 21 Housing

Housing Strategy Plan A prioritized list of work program items to implement key housing policies. ARCH (A Regional Coalition for Housing) Bellevue helps to fund

ARCH which works to preserve and increase affordable housing on the Eastside.

Functional Plan: Work will commence in 2015 or 2016 and will be updated periodically.

.....

e Recommendations regarding Neighborhoods & Adaptability are to implement policies N-6, N-7, N-8, N-9, N-10 along with N-12 thru N-15 in a far more open and transparent manner. Public Inputs must be organized, alternatives developed much more fully to give the taxpayers and neighborhood citizenry ample opportunity to provide timely inputs to officials. Two-way dialogue is necessary and required by policy. Careful planning by Planners & City Departments (e.g. Parks Department) must be implemented to match the intent and purpose of Neighborhood Policies described below. Currently, this is being done haphazardly, behind closed doors and with insufficient outreach, especially for Downtown Neighborhoods. Functional Plans on a six-year cycle are designated per policy but have not been done for over twenty years for Ashwood Park. Good planning methodologies are vitally needed, as per applicable policies below:

page 13 Neighborhoods- Adaptability:

N-6. Provide venues for two-way communication with residents to listen to and respond to emerging neighborhood opportunities and concerns.

N-7. Support the capacity of local neighborhood communities to actively engage and respond to changing internal neighborhood needs and external stresses.

N-8. Regularly track changes in demographics and neighborhood indicators to improve city responsiveness to changing conditions in neighborhoods. Neighborhood Character

N-9. Preserve and develop distinctive neighborhood character within Bellevue’s diverse neighborhoods.

N-10. Provide programs and support for residents to make a difference in local neighborhood improvements. This includes ways to direct neighborhood enhancement projects, neighborhood identity signage, gateways, park enhancements, neighborhood art, and maintenance of public right-of-ways.

page 14 Neighborhoods Neighborhood Area Planning

N-12. Periodically assess and update neighborhood area plans and adapt plans to changing conditions.

N-13. Update neighborhood area plans consistent with the planning boundaries shown in Figure N-2. For any given site, the 2014 subarea plan policies remain in effect until and unless they have been superseded by new planning area boundaries and policies.

N-14. Use the neighborhood area planning process to engage local communities to define neighborhood area specific values and policies.

N-15. Ensure Neighborhood area plans and policies are consistent with the other policies of the Comprehensive Plan.

.....

f Recommendations & Comments regarding the Environment for the "City in a Park" as follows. For the Ashwood Neighborhood (Downtown) there is lack of Parks Department cooperation with the residents in making vital and essential improvements to Ashwood Park next to the KC Library. No trees, shrubs, walkways or hygiene facilities have been provided in Ashwood Park going on over twenty years. No restrooms, inadequate drainage facilities, no park benches, no child-playground equipment nor even rudimentary outdoor recreation equipment has been provided. This is unacceptable to the community. The Parks Board and City Council have been slow to act and the Parks Department even slower yet. See especially EN-X3, PA-19, PA-26, PA-29 and numerous other applicable policy elements that provide ample guidance and justification to act, per below:

page 30 - Environment

EN-X3. Establish citywide tree canopy targets that reflect our “City in a Park” character and maintain an action plan for meeting targets across multiple land use types including right of way, public lands, and residential and commercial uses.

page 16 - Parks Recreation & Open Space Maintenance, Renovation and Redevelopment

PA-32. Conserve energy, water, and other natural resources, and practice efficient and environmentally responsible maintenance and operation procedures.

PA-29. Evaluate existing parks and facilities, and renovate, where appropriate, to maximize efficient maintenance and operating practices, improve safety and accessibility for all users, and to reduce, where feasible, the impacts on adjacent properties.

PA-19. Develop parks and facilities in a quality manner to assure attractiveness, full utilization, and long term efficiency.

PA-28. Establish a funding plan for long term maintenance and operation before constructing park-related facilities.

PA-26. Require a public review process for the conversion to non- recreational use of park lands and facilities.

Page 41 Environment Parks and Open Space System Plan

This plan is the primary tool to guide the long-term growth and development of Bellevue’s parks and open space system. It includes policies that support resource management as well as several programs that encourage environmental stewardship and awareness. Functional Plan: updated on a six year cycle. Page 16 Parks, Recreation and Open Space

0.40

Name:	Email:	Date:	ID:
Ron Sher	not provided	2/24/2015	102238
Comment:			
<p>I applaud the commitment that Bellevue appears to be making in the "forming the future". I feel that although bicycle and pedestrian travel are both important and should be a well provided for that they cannot really be always grouped together. As cycling is a significant form of transportation and will become a major form of transportation it cannot often be mixed with pedestrian. As cyclists go much faster than pedestrians especially when using they bike for transportation or serious exercise this does not well blend with pedestrians, children on bicycles or slow biking. We see the problems on the Burke Gillman and other mixed use trails. Cyclists will need to be on streets, or areas where the bike trails are well set up to separate the uses. Cyclists will not stay on bike paths that are unsafe at over 12 mph and this should be accounted for in planning. Treat bicyling as a form of transportation.</p>			

City of Bellevue – Online Open House Comments
Up to date through 03/4/2015 8:15 am

O.41

Name:	Email:	Date:	ID:
Donald Smith	ThinkerFeeler@yahoo.com	2/27/2015	102401
Comment:			
<p>I want to live in a walkable city, built for people, not cars. The inconvenient truth is that cars are filthy, noisy, smelly, and dangerous. People living near major highways have significant lung problems. We need more public transportation, more sidewalks, and less traffic. Otherwise, the city is ugly and unhealthy.</p>			

COMMENT

HELP SHAPE BELLEVUE'S FUTURE

The City of Bellevue wants to hear from you about the new policies in the Draft Comprehensive Plan Update. Please take a few minutes to share your ideas and comments below.

I'm concerned over improvement. When living in Callerton, our neighbor built 2 adult Family Homes. He broke height limits with adding height to existing houses to accommodate his needs. Also, he had Kelsey Creek as back property line. He built a 5' wall during summer 2011 (3/4) w/o a permit. He was reported numerous times, the city contacted, served, gave him deadlines, etc., etc. He never made any

Name (optional) *physical changes to abide by the law.*
Email (optional) *Arlene (& John) Altow*

All comments will be submitted into the public record, as well as your name. Your email address will be used to send you official notices and project updates.

Sign up to get email or text alerts: *arlene47@earthlink.net*
<http://www.bellevuewa.gov/comp-plan-update.htm>

Online Comments: <http://Bellevue2035.publicmeeting.info>
Email: pinghram@bellevuewa.gov
Mail comments to: Bellevue Planning & Community Development
Comprehensive Plan Update
P.O. Box 90012
Bellevue, WA 98009-9012



HELP SHAPE BELLEVUE'S FUTURE

The City of Bellevue wants to hear from you about the new policies in the Draft Comprehensive Plan Update. Please take a few minutes to share your ideas and comments below.

Re: bicyclist lanes:

Having a great deal of experience with bike lanes, please take into account there is an element of riders who disregard and disparage the "rules of the road"

Please have "share the road" training plan and bicycle officers on patrol to prevent pedestrian harm. Enforcement also will be needed for traffic lights and right of ways for cars & pedestrians. You need the ability to revoke the right to ride in the city for repeat offenders.

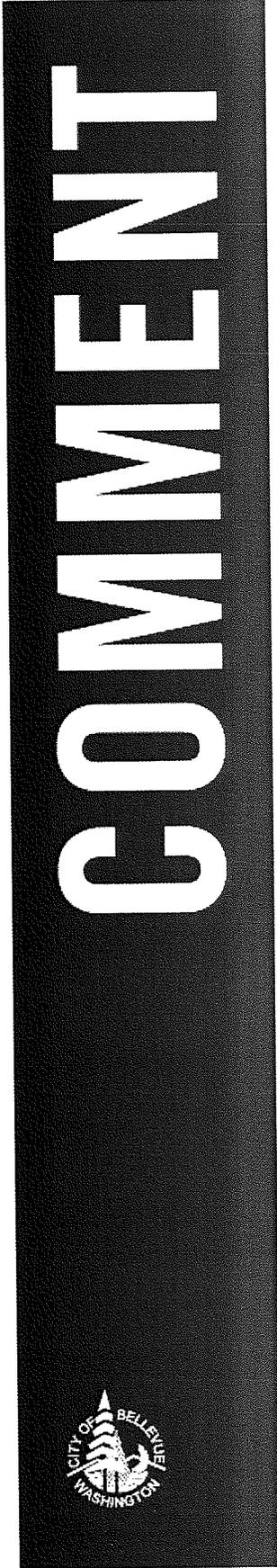
Name (optional) _____

Email (optional) _____

All comments will be submitted into the public record, as well as your name. Your email address will be used to send you official notices and project updates.

Sign up to get email or text alerts:
<http://www.bellevuewa.gov/comp-plan-update.htm>

Online Comments: <http://Bellevue2035.publicmeeting.info>
Email: pingham@bellevuewa.gov
Mail comments to: Bellevue Planning & Community Development
Comprehensive Plan Update
P.O. Box 90012
Bellevue, WA 98009-9012



HELP SHAPE BELLEVUE'S FUTURE

The City of Bellevue wants to hear from you about the new policies in the Draft Comprehensive Plan Update. Please take a few minutes to share your ideas and comments below.

Pg 7-Transportation
 Schools rep 25% of traffic congestion in neighborhoods & arterial streets around schools
 Need to incorporate addressing in addition to employer sites to truly impact traffic flow during peak periods.
 No mention in the plan to address this.

Pg 9-Same issue for ped & Bike system - need ~~strong~~ support for safe routes to schools.

Name (optional) _____

Email (optional) _____

All comments will be submitted into the public record, as well as your name. Your email address will be used to send you official notices and project updates.

Sign up to get email or text alerts:

<http://www.bellevuewa.gov/comp-plan-update.htm>

Online Comments:

<http://Bellevue2035.publicmeeting.info>

Email:

pingram@bellevuewa.gov

Mail comments to:

Bellevue Planning & Community Development
 Comprehensive Plan Update
 P.O. Box 90012
 Bellevue, WA 98009-9012

COMMENT



HELP SHAPE BELLEVUE'S FUTURE

The City of Bellevue wants to hear from you about the new policies in the Draft Comprehensive Plan Update. Please take a few minutes to share your ideas and comments below.

- ① I BELIEVE "THE PLAN" SHOULD INCLUDE AN AMENDED HOUSING PIECE TO ACCOMMODATE SENIORS + INDIVIDUALS ON A FIXED INCOME. THIS CAN MEAN A RENT REDUCTION OR TAX CREDIT FOR 30% - 75% TAX CREDIT PROPERTIES. MANY PERSONS LIVING ON SSI AND OTHER FUNDING HAVE OR CONTINUE TO CONTRIBUTE VIA VOLUNTEER WORK AT HOSPITALS + COMMUNITY CENTERS. WE NEED TO MAKE SURE "ALL" OUR CITIZENS ARE PROTECTED, NOT ONLY THE WORKING CLASS BEING TAXED AT NORMAL RATES & RENTS. a
- ② IDENTIFY ONE OR MORE PROPERTIES FOR USE AS A PERMANENT HOMELESS SHELTER, ESPECIALLY FOR CHILDREN & FAMILIES IN NEED. (MY THOUGHTS) b

Name (optional) G. TOMAS CORSINI SR.

Email (optional) tcorsini@comcast.net

All comments will be submitted into the public record, as well as your name. Your email address will be used to send you official notices and project updates.

Sign up to get email or text alerts:

<http://www.bellevuewa.gov/comp-plan-update.htm>

Online Comments:

<http://Bellevue2035.publicmeeting.info>

Email:

pingram@bellevuewa.gov

Mail comments to:

Bellevue Planning & Community Development
Comprehensive Plan Update
P.O. Box 90012
Bellevue, WA 98009-9012

COMMENT



HELP SHAPE BELLEVUE'S FUTURE

The City of Bellevue wants to hear from you about the new policies in the Draft Comprehensive Plan Update. Please take a few minutes to share your ideas and comments below.

Suggestion for making the intersection
Northrup Way & 116 Ave NW safe for
bikes at low cost.

- Reason: This is the most dangerous spot between Woodridge or Wilberton and the Rose Hill neighborhood, and recently a bicyclist was killed there.
 - Solution: Use ~~existing~~ RR grade (1000 feet long section) and two existing paths to access it. (see map over leaf)
- There is a gate at NE 22nd Pl, which means it's probably a private road for which access rights would have to be acquired.

Name (optional) Sebastian Helm

Email (optional) bellevue@shelm.org

All comments will be submitted into the public record, as well as your name. Your email address will be used to send you official notices and project updates.

Sign up to get email or text alerts:

<http://www.bellevuewa.gov/comp-plan-update.htm>

Online Comments:

<http://Bellevue2035.publicmeeting.info>

Email:

pingram@bellevuewa.gov

Mail comments to:

Bellevue Planning & Community Development
Comprehensive Plan Update
P.O. Box 90012
Bellevue, WA 98009-9012

COMMENT



1-405

existing
gravel
path

118 Ave NE

115 Ave NE

Northrup Way

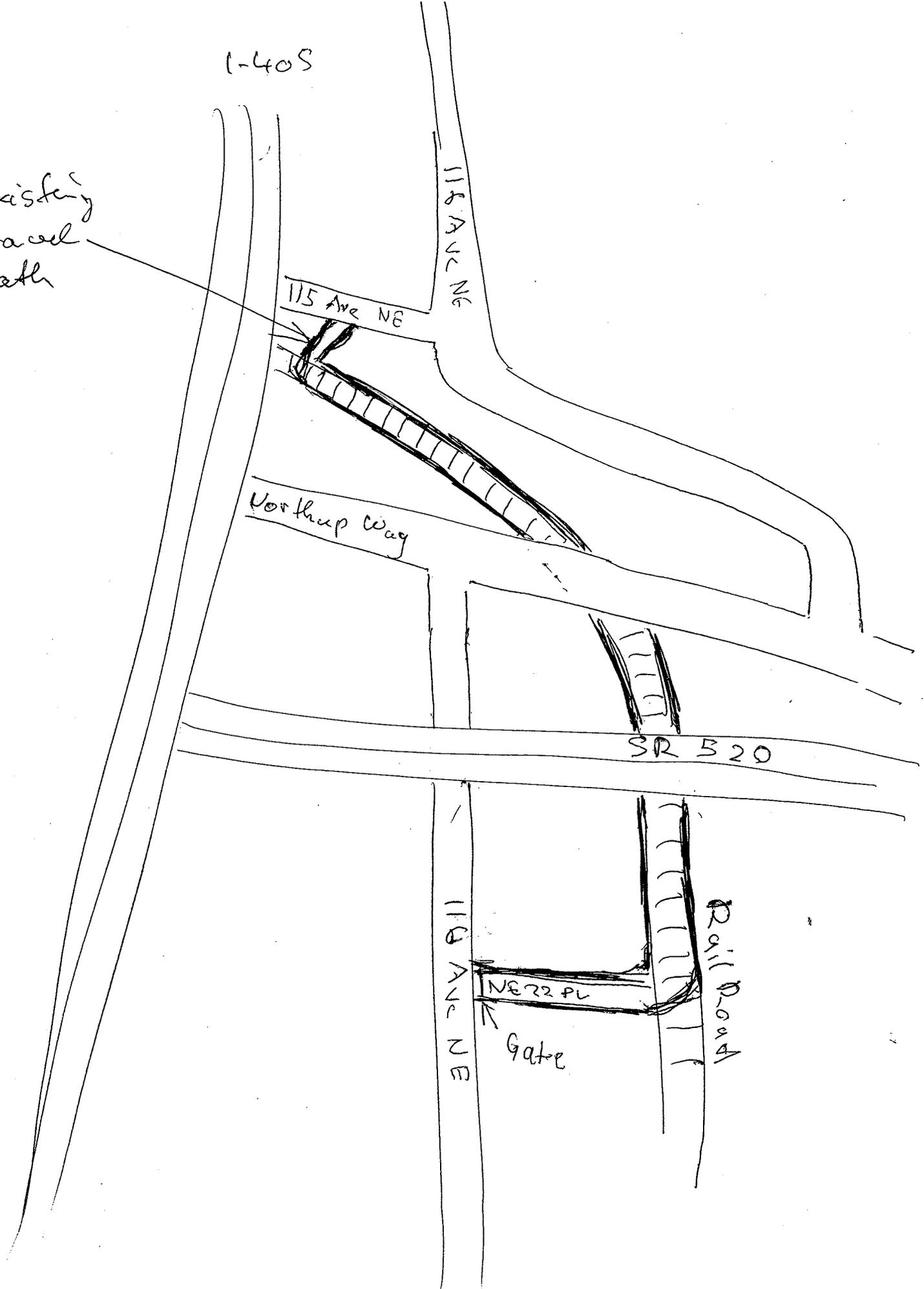
SR 520

119 Ave NE

NE 22 PL

Gate

Rail Road



HELP SHAPE BELLEVUE'S FUTURE

The City of Bellevue wants to hear from you about the new policies in the Draft Comprehensive Plan Update. Please take a few minutes to share your ideas and comments below.

^① Northshore / Bellevue Hill Summit Association / Eastgate ^② Eastgate **a**
 (near Nantux) (PSE - power lines)
Safety Issues - Traffic & Crime are **b**
escalating - crime walks - Marketing of meeting
our programs is in need of polishing - **c**
liveability includes housing / transportation
& life spaces including where people **d**
can walk (including foot traffic) Need
to keep green areas - need to keep
trees. HAVE DEPARTMENTS WITHIN **e**
THE CITY WORK TOGETHER IN
REQUIREMENTS NOT ONLY IN
INDIVIDUAL GROUPS & CITIZENS
BUT ALSO w/ EACH OTHER'S RULES &
REGULATIONS WITHIN THE CITY
DEPARTMENTS THEMSELVES.

Name (optional) LINN HERBERT

Email (optional) misslinaherbert@gmail.com

All comments will be submitted into the public record, as well as your name. Your email address will be used to send you official notices and project updates.

Sign up to get email or text alerts:

<http://www.bellevuewa.gov/comp-plan-update.htm>

Online Comments: <http://Bellevue2035.publicmeeting.info>
Email: pingram@bellevuewa.gov
Mail comments to: Bellevue Planning & Community Development
 Comprehensive Plan Update
 P.O. Box 90012
 Bellevue, WA 98009-9012

COMMENT



HELP SHAPE BELLEVUE'S FUTURE

The City of Bellevue wants to hear from you about the new policies in the Draft Comprehensive Plan Update. Please take a few minutes to share your ideas and comments below.

Great staff - very responsive to questions

Suggestion:

For future open houses or Planning Commission please include:

deadline for comments to Planning Commission;

deadline for comments to City Council; &

state process/deadlines for this Plan.

Thank you.

Name (optional)

Desiree B. Leigh

Email (optional)

dbligh@comcast.net

All comments will be submitted into the public record, as well as your name. Your email address will be used to send you official notices and project updates.

Sign up to get email or text alerts:

<http://www.bellevuewa.gov/comp-plan-update.htm>

Online Comments:

<http://Bellevue2035.publicmeeting.info>

Email:

pingram@bellevuewa.gov

Mail comments to:

Bellevue Planning & Community Development
Comprehensive Plan Update
P.O. Box 90012
Bellevue, WA 98009-9012

COMMENT



HELP SHAPE BELLEVUE'S FUTURE

The City of Bellevue wants to hear from you about the new policies in the Draft Comprehensive Plan Update. Please take a few minutes to share your ideas and comments below.

Alternative transportation - Where are the painted green, separated, bike transportation lanes like we see in Seattle or Portland? Walking routes are easy downtown but bike commuters fight it out with the autos and I would suggest we would improve the number of bike commuters if we would establish bike lanes on roads like 112th, Bel-Red, NE 10th, 148th & 156th, etc.

Name (optional) *Don Miller*

Email (optional) *donald.c.miller@hotmail.com*

All comments will be submitted into the public record, as well as your name. Your email address will be used to send you official notices and project updates.

Sign up to get email or text alerts:

<http://www.bellevuewa.gov/comp-plan-update.htm>

Online Comments:

<http://Bellevue2035.publicmeeting.info>

Email:

pingram@bellevuewa.gov

Mail comments to:

Bellevue Planning & Community Development
Comprehensive Plan Update
P.O. Box 90012
Bellevue, WA 98009-9012

COMMENT



HELP SHAPE BELLEVUE'S FUTURE

The City of Bellevue wants to hear from you about the new policies in the Draft Comprehensive Plan Update. Please take a few minutes to share your ideas and comments below.

- ① Simplify the Plan by reducing the page count by 50%; there are far too many policy statements that should be greatly simplified a
- ② Reduce (eliminate if possible) the distinct bias in all elements of the plan to the 'Growth' paradigm. b
- ③ Eliminate the manifest bias throughout the plan against the automobile c
- ④ Add to the Plan a thorough treatment of the older segment of the City's population; older citizens cannot easily use bicycles; they may not be able to walk distances envisioned by the Plan; they have fairly frequent need to visit medical facilities, and can only travel via automobile. d

Name (optional) _____

Email (optional) _____

All comments will be submitted into the public record, as well as your name. Your email address will be used to send you official notices and project updates.

Sign up to get email or text alerts:

<http://www.bellevuewa.gov/comp-plan-update.htm>

Online Comments:

<http://Bellevue2035.publicmeeting.info>

Email:

pingram@bellevuewa.gov

Mail comments to:

Bellevue Planning & Community Development
Comprehensive Plan Update
P.O. Box 90012
Bellevue, WA 98009-9012

COMMENT



COMMENT

HELP SHAPE BELLEVUE'S FUTURE

The City of Bellevue wants to hear from you about the new policies in the Draft Comprehensive Plan Update. Please take a few minutes to share your ideas and comments below.

⑤ Include some policies that require the City to develop and promulgate effective citizen/council/staff communication protocols e

⑥ Add policy statements that require the City staff to use life cycle cost and cost-effectiveness procedures in their capital investment plans. f

⑦ Establish a building-height limit of 5 stories for all buildings throughout the City g

Name (optional) DAVID F. PLUMMER

Email (optional) pdf3@comcast.net

All comments will be submitted into the public record, as well as your name. Your email address will be used to send you official notices and project updates.

Sign up to get email or text alerts:

<http://www.bellevuewa.gov/comp-plan-update.htm>

Online Comments:

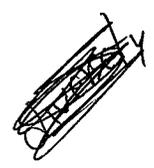
<http://Bellevue2035.publicmeeting.info>

Email:

pinghram@bellevuewa.gov

Mail comments to:

Bellevue Planning & Community Development
Comprehensive Plan Update
P.O. Box 90012
Bellevue, WA 98009-9012



JOINT BOARDS AND COMMISSIONS
DRAFT COMPREHENSIVE PLAN

Comments
2/25/2015

C.10

TABLE DISCUSSIONS

We hope you are enjoying reviewing the draft Comprehensive Plan. The Comprehensive Plan is the City's foundational policy document. It provides guidance for a wide range of City actions, so that individual decisions are consistent with the City's long-term, citywide objectives. The intent of the update is to ensure that policies continue to reflect local values and priorities, and are relevant to Bellevue's future.

As you review the plan as a whole, does the draft plan capture the right vision and policies to guide Bellevue for the next 20 years?

With additional housing, need to add new schools + public services.

a

Do the housing growth projections include the new Bellevue College dorms? Should call out either way.

Is anything missing? Is there something that needs greater emphasis? Is there anything off-base?

^{Intro} P 5 + Housing Section - we have not yet largely eliminated homelessness

b

P 11 race + ethnic distribution - break down to more populations

P 10 we should stop using the word minority or describe as ^{Intro} "federally defined minority"

P 10 62% have a bachelor's degree or higher but page 16 says 59%

Econ Dev p. 20 + throughout - no reference to pre-K education / educational childcare

c

Name, Commission (optional) Carla Villar, Human Services

HELP SHAPE BELLEVUE'S FUTURE

The City of Bellevue wants to hear from you about the new policies in the Draft Comprehensive Plan Update. Please take a few minutes to share your ideas and comments below.

COMMENT

Just Recently I Read an update on how Copenhagen, Denmark had gone full force GREEN in the city By closing off a lot of streets & Enforcing Bicycling. Everybody Bikes!

That might be a great way to Encourage the community to refer on how they commute

Closing off part of the middle of the highway / using the Rail Road line - make a Bike Route in between the cars.

Name (optional) Astrid Zappinger

Email (optional) astridrd@comcast.net

All comments will be submitted into the public record, as well as your name. Your email address will be used to send you official notices and project updates.

Sign up to get email or text alerts:
<http://www.bellevuewa.gov/comp-plan-update.htm>

Online Comments: <http://Bellevue2035.publicmeeting.info>
Email: pingram@bellevuewa.gov
Mail comments to: Bellevue Planning & Community Development
Comprehensive Plan Update
P.O. Box 90012
Bellevue, WA 98009-9012



From: cbarich@comcast.net
To: PlanningCommission@bellevuewa.gov
Subject: Affordable Housing is a Community Priority
Date: Monday, March 2, 2015 5:24:05 PM

Dear Planning Commission (CC Bellevue City Council),

As you update Bellevue's Comprehensive Plan, I want you to know that affordable housing is important to me and important to the fabric and well-being of our community.

I believe there is still a significant amount of work that needs to be done on the Housing Element to ensure it reflects--and seeks to address--the deep affordable housing and homelessness needs in our community. As you conduct your final deliberations on the Housing Element, please make sure that it includes policies that ensure that those who work in Bellevue can afford to live in this great city.

Thank you for all the work you do for our community. I look forward to hearing about the City's progress on updating the Comprehensive Plan Housing Element.

Cathy Barich

Bellevue, WA 98004

From: Everlyn Barrett <everlyn@sophiaway.org>
Sent: Thursday, February 26, 2015 10:27 AM
To: PlanningCommission
Subject: Affordable Housing is a Community Priority

Dear Planning Commission (CC Bellevue City Council),

As you update Bellevue's Comprehensive Plan, I want you to know that affordable housing is important to me and important to the fabric and well-being of our community. It not only affects homeless people in Bellevue, but it affects those who work in Bellevue and would like to live close to work. Unfortunately, people travel hundreds of miles a week to work in Bellevue because rent and home ownership seem impossible to those who are lower to middle-income.

I believe there is still a significant amount of work that needs to be done on the Housing Element to ensure it reflects--and seeks to address--the deep affordable housing and homelessness needs in our community. As you conduct your final deliberations on the Housing Element, please make sure that it includes policies that ensure that those who work in Bellevue can afford to live in this great city.

Thank you for all the work you do for our community. I look forward to hearing about the City's progress on updating the Comprehensive Plan Housing Element.

Everlyn Barrett
14013 SE 4th street
Bellevue, WA 98007

From: Alaric Bien <alaricbien@gmail.com>
Sent: Friday, February 13, 2015 3:29 PM
To: PlanningCommission
Subject: Affordable Housing is a Priority for Bellevue

Follow Up Flag: Follow up
Flag Status: Completed

Dear Planning Commission (CC Bellevue City Council),

As you update Bellevue's Comprehensive Plan, I want you to know that affordable housing is important to me, my children, and the very fabric and well-being of our community.

I believe there is still a significant amount of work that needs to be done on the Housing Element to ensure that it reflects and addresses the deep affordable housing and homelessness needs in our community. As you conduct your final deliberations on the Housing Element, please make sure that it includes policies that ensure that those who work in Bellevue can afford to live in this great city.

With the current situation as it is, my children (who are now 14 and 19) will never have the chance to live in the community where they grew up. They are likely not going to end up making lots of money in the tech sector, but will probably end up in the culinary field, nonprofit sector, or maybe even teaching. I would like them to have the option to live where they work and where they have a sense of community and connections.

Thank you for all the work you do for our community. I look forward to hearing about the City's progress on updating the Comprehensive Plan Housing Element.

Alaric Bien
15818 SE 13th St
Bellevue, WA 98008

From: Alice Fong <ms.alicefong@gmail.com>
Sent: Monday, February 16, 2015 8:34 AM
To: PlanningCommission
Subject: Affordable Housing is a Community Priority

Follow Up Flag: Follow up
Flag Status: Completed

Dear Planning Commission (CC Bellevue City Council),

As you update Bellevue's Comprehensive Plan, I want you to know that affordable housing is important to me and important to the fabric and well-being of our community.

I believe there is still a significant amount of work that needs to be done on the Housing Element to ensure it reflects--and seeks to address--the deep affordable housing and homelessness needs in our community. As you conduct your final deliberations on the Housing Element, please make sure that it includes policies that ensure that those who work in Bellevue can afford to live in this great city.

Thank you for all the work you do for our community. I look forward to hearing about the City's progress on updating the Comprehensive Plan Housing Element.

Alice Fong

Bellevue, WA 98004

From: Hansennp@aol.com
Sent: Wednesday, February 11, 2015 6:13 PM
To: PlanningCommission; ALaing@schwabe.comthe
Cc: whalvrsn1@frontier.com; loretta@mstarlabs.com; sdofour@aol.com; don.m.marsh@gmail.com
Subject: Electrical and Communication Infrastructure 2035 Comp Plan Vision

Follow Up Flag: Follow up
Flag Status: Completed

Following are comments regarding **Broadband Development UT-39**. In addition to current language add :

Where electrical distribution lines are currently underground allow a period of 12 months to underground existing overhead communication lines.

Discussion: Some areas in the city have electrical distribution lines underground but the communication lines have remained overhead. This may be mostly on minor and collector arterials. Many new overhead communication lines have been added over the last 10 years even though the UT-39 required those over 1/2 inch to be underground. Apparently the city in their land use code allowed providers to claim "hardship" resulting in installing the lines overhead.

Further it is recognized that the communication providers will save money in about half of Bellevue by going overhead with new lines. Please consider an escrow investment fund with the savings so it may be applied to the future cost of undergrounding. Bellevue needs to standardize on underground for everyone to become "**One City**". Currently we are two Cities, 50% with poles and 50% without poles.

Regarding the new policy on efforts to underground exiting electrical lines:

Suggest modifying to state " *Support efforts to underground existing electrical distribution lines throughout Bellevue*"

Discussion: This should apply to major and minor arterials not just neighborhoods. Bellevue can look for opportunity areas such as road widening, replacement water lines, sewer and natural gas. Provisions can be installed with tubing to accept future installation of undergrounding electrical and communication infrastructure.

We are offering to work with staff to develop and refine appropriate language for the above 2035 vision for your future review.

Norm Hansen, Bridle Trails Community and Cense.org Focal, 425-861-7333

From: Hansennp@aol.com
To: PlanningCommission@bellevuewa.gov; LRobinson@bellevuewa.gov
Cc: whalvrsn1@frontier.com; LJ.Lopez@frontier.com
Subject: Fwd: Overhead Communication Lines along Northup Way Transportation Project
Date: Wednesday, January 14, 2015 3:05:10 PM

To: Planning Commission,

Ref UT-39

The request below is an example of a communication line above ground where the electrical distribution power has already been undergrounded. It seems that our Comp Plan and Land Use Code should require undergrounding and certainly when a roadway project is planned. There are many other like situations in Bellevue where the Electrical distribution lines are underground but not the Communication lines. This doesn't seem to support our 2035 Community Vision and not undergrounding is a hardship on the neighborhoods. Please review for your recommendation. Norm Hansen Bridle rails 425-861-7333

From: Hansennp@aol.com
To: LRobinson@bellevuewa.gov
CC: jmantell@hotmail.com, DuseM@aol.com, Lynnfh@frontier.com, dragonheart9@comcast.net, jamesbinder@att.net, Afprince42@aol.com, jill_lum@msn.com, BridleTrails@gmail.com, bugsyk1@hotmail.com, heidibenz@frontier.com, marianneheywood@gmail.com, elliotbayrealestate@gmail.com, Patriciajanes@frontier.com, pamjjo@msn.com, Zhanbing.Wu@gmail.com, Waron@u.washington.edu, loretta@mstarlabs.com, DBerg@bellevuewa.gov
Sent: 3/7/2014 9:04:03 A.M. Pacific Standard Time
Subj: Overhead Communication Lines along Northup Way Transportation Project

Lynne Robertson, Bellevue City Council Member,

This is one example where the Communication lines should be undergrounded per Comp Plan UT-39. The Land use code has allowed an exception for almost 10 years. Rather than a hardship on the Communication providers, it is now a hardship on the neighborhoods and the citizens of Bellevue.

Please review what has to be done to implement an undergrounding program per UT-39.

Scroll down to see all the communication.

Respectfully, Norm Hansen 425-861-7333

"POLICY UT-39. Require the undergrounding of all new electrical distribution and communication lines except that interim installation of new aerial facilities may be allowed if accompanied by a program to underground through coordination with the city and other utilities. Require the undergrounding of all existing electrical distribution and communication lines where a change in use or intensification

of
an existing use occurs, unless delayed installation is approved as part of a
specific
program to coordinate undergrounding of several utilities or in conjunction with
an
undergrounding program for several sites or when related to street
improvements.

Utilities Element Page 108

Interim facilities should be limited to the aerial installation of a new line of 1/2”
diameter or less."

From: SCosta@bellevuewa.gov
To: Hansennp@aol.com
Sent: 12/20/2013 4:54:01 P.M. Pacific Standard Time
Subj: RE: Overhead Communication Lines along Northup Way

Hi Norm,

I enjoyed meeting everyone at the Bridle Trails Community Club too and am glad to
hear the attendees got some value out of the presentation.

Things are slowing down for the holidays however I have set up a kickoff meeting
for the third week of January with a dozen representatives from various utility
companies owning facilities along Northup Way. Part of the agenda will be a
discussion of overhead facilities and Bellevue's policy on undergrounding. I expect
there will be a number of follow-up discussions which will take shape in the next
plan submittal in the spring.

If you have any other questions let me know. Btw I will also be out of the office for
the week between Christmas and New Year's.

Happy Holidays,

Steve

Steve Costa | City of Bellevue, WA

From: Hansennp@aol.com [<mailto:Hansennp@aol.com>]
Sent: Friday, December 13, 2013 10:53 AM
To: Costa, Steve
Subject: Re: Overhead Communication Lines along Northup Way

Steve Thank you for your presentation at our last Bridle Trails Community Club Meeting. It was very informative and well received. Hopefully the meeting comments will be considered.

We are still interested in the status of the undergrounding of the communication lines as part of this project. Please let me know. Norm Hansen 425-861-7333

In a message dated 9/26/2013 8:15:30 A.M. Pacific Daylight Time, SCosta@bellevuewa.gov writes:

Hello Norm,

I apologize for not following up on your last voicemail but I did talk to the consultant to clarify which of the overhead services are for power transmission versus communications. I will broach the subject of undergrounding the communications lines as part of the larger franchise utility coordination discussion that will happen sometime in October.

Right now the consultant is gearing up to pothole for underground conflicts, after which we plan to begin talks with the franchise utility companies about relocating their facilities. If you have any other questions or concerns please let me know.

Kind Regards,

Steve Costa | City of Bellevue, WA

From: Hansennp@aol.com [<mailto:Hansennp@aol.com>]
Sent: Wednesday, September 25, 2013 11:07 AM
To: Costa, Steve
Cc: Stever, Tim; Mattar, Mike
Subject: Overhead Communication Lines along Northup Way

Steve, I must have not been clear. I was speaking about the communication lines of 1/2 inch or greater. The area I was speaking of is along Northup from NE 24th west to 116th Ave NE. This line was added several years ago and is only supposed to be temporary as the Comp Plan UT 39 requires a program to underground. It seems like an ideal time for the communication providers to install conduit underground .

Currently, the overhead line is a hardship for our area as it also hinders views and doesn't implement UT-39.

Seems like a good time for Bellevue to modernize our infrastructure.

Please advise.

Norm Hansen 425-861-7333

In a message dated 9/11/2013 11:17:51 A.M. Pacific Daylight Time, SCosta@bellevuewa.gov writes:

Hi Norm,

After our conversation last week I did some investigating into your undergrounding of overhead power question.

The current Northup Way project is a partnership between the City of Bellevue and the Washington State DOT to provide a pedestrian and bicycle connection between the existing 520 trail and the new trail being built across Lake Washington as part of the 520 bridge project. Unfortunately undergrounding was not included in the scope that was approved by the City Council. Furthermore WSDOT is funding the project so the additional work would require Bellevue funds which are not available in the Capital Improvement Plan. The project is also short on construction funds which we are working with WSDOT to address.

I also spoke with Tim Stever from the City of Bellevue Right of Way Use group and Puget Sound Energy about the matter. Puget Sound Energy indicated the powerlines are for transmission which they generally consider to be cost-prohibitive to underground due to their size and voltage. I also understand the Comprehensive Plan policy on the undergrounding of overhead utilities (UT-39) applies only to "electrical distribution and communication lines" so the City of Bellevue would have to bear the brunt of the cost in this instance.

I have copied Tim Stever with Right of Way Use on this email if you have any other questions regarding the Comprehensive Plan policy. If you have any other questions about the Northup Way project please let me know.

Kind Regards,

Steve

[Steve C Costa, PE, MBA | Sr Project Manager | City of Bellevue, WA](#)
450 - 110th Avenue NE | PO Box 90012 | Bellevue, WA 98009-9012
ph 425.452.2845 | fx 425.452.2874

From: Hansennp@aol.com
To: PlanningCommission@bellevuewa.gov
Cc: ALaing@schwabe.com; sdofour@aol.com; don.m.marsh@gmail.com; whalvrsn1@frontier.com;
LJ.Lopez@frontier.com; bugsyk1@hotmail.com; aronsycz@gmail.com
Subject: Utilities Element Proposed New Vision for 2035
Date: Sunday, January 18, 2015 9:04:18 PM

Please consider the following two elements for Bellevue's 2035 Vision:

- a** 1/ Encourage and develop an affordable path for undergrounding electrical distribution lines especially in older neighborhoods.

Discussion: Current undergrounding tariffs have significant barriers to converting older neighborhoods with overhead wiring. Many of these homes were built in the 1950's and 1960's and did not have benefit of special arrangements for new homes in the 1970s' and later for underground communication and electrical wires. Since Bellevue professes "ONE CITY" it is time to look ahead to offer all citizens a chance to standardize our electrical and communication design to improve reliability for everyone.

New methods of undergrounding with installing wires in a plastic can make maintenance as quick or quicker than overhead. Also, in many cases trenchless methods of undergrounding are being utilized.

- b** 2/Locate new electrical facilities such as electrical transmission lines on the provider owned land or on public right-of-way.

Discussion: Protects neighborhoods from intrusion of out of scale transmission lines and maintains important neighborhood character.

From: hansennp@aol.com
To: PlanningCommission@bellevuewa.gov; PInghram@bellevuewa.gov; ALaing@schwabe.com; sdofour@aol.com; WHalvrsn1@frontier.com
Subject: Re: RE: Utilities Element Proposed New Vision for 2035
Date: Friday, January 23, 2015 5:43:10 PM

Paul, Primarily for the future PSE should be using public right of way. Over many years they could retire private rights of way. By 2029 PSE will have used the current transmission line easement for 100 years for the paltry sum of perhaps 100 dollars and may have become unjustly enriched. In 1929 Bellevue was not a city. Things have changed in land use and we now need to protect neighborhoods. Since the public benefits, they should shoulder the burden by using public right of way. This also protects our neighborhoods. Also, PSE needs utilize state of the art design for electrical distribution systems so as not to intrude on anyone. Norm Hansen

From: kayla@housingconsortium.org
To: PlanningCommission@bellevuewa.gov
Cc: JLewine@bellevuewa.gov; kayla@housingconsortium.org; sarah@housingconsortium.org
Subject: HDC Comment on Bellevue Housing Element Follow-Up
Date: Wednesday, January 14, 2015 9:04:39 AM

Dear Commissioners,

On behalf of the Housing Development Consortium of King County (HDC), thank you for this opportunity to comment on your Housing Element update. HDC is a nonprofit membership organization which represents more than 100 private businesses, nonprofit organizations, and public partners who work to develop affordable housing and provide housing-related services in King County—with many of our members serving the residents of Bellevue and other Eastside cities. HDC's members are all dedicated to the vision that all people should be able to live in a safe, healthy, and affordable home in a community of opportunity. In other words, we believe all people deserve the opportunity to thrive in safe neighborhoods with good jobs, quality schools, strong access to transit, and plenty of parks and open space for a healthy lifestyle.

We thank City staff and the Planning Commission for the work that has gone into revising Bellevue's Comprehensive Plan. In order to ensure that the Comprehensive Plan provides a foundation to achieve a shared vision of an equitable, thriving community, it is important that Housing Element policies are thorough and detailed. **To that end, HDC strongly supports the staff recommended modifications to the Housing Element policies under further review this evening.**

In particular, we would like to emphasize the importance of including specific language around:

- **Planning for affordable housing Downtown and in areas planned for housing growth.** It's better for the community, the environment, and families if Bellevue's service workers can live affordably near their jobs, but new growth will make Downtown and mixed-use areas more expensive. Planning for affordable housing in these areas will reduce congestion, support a strong service economy, and promote equity and access to opportunity.
- **Working to address the housing needs of special populations.** The City should proactively address the housing needs of special populations such as at-risk individuals, homeless families, and the developmentally disabled. All people deserve to live with dignity in safe, healthy, affordable homes and the City has a role to play in ensuring access to this basic need.
- **Evaluating the use of surplus land for affordable housing.** Light rail will bring many benefits to Bellevue, but it may also make housing more expensive. It is important that the City plans to retain affordability in the light rail station areas in order to prevent displacement. The use of surplus public land for affordable housing is a smart, best-practice policy that the City should explore and implement.

We urge you to adopt the staff recommended modifications to the Housing Element. Thank you for your hard work and consideration of these important issues.

Attached, for reference, are HDC's previous comments on Bellevue's Housing Element update. We look forward to working with the City as you continue to update the Comprehensive Plan Housing

Element. We hope you will be in touch with any questions.

Sincerely,

Kayla Schott-Bresler

Kayla Schott-Bresler, Policy Manager
Housing Development Consortium of Seattle-King County
1402 Third Avenue, Suite 1230
Seattle, WA 98101
(206) 682-9541
www.housingconsortium.org



**HOUSING
DEVELOPMENT**
consortium

March 13, 2013

Bellevue Planning & Human Services Commissions

Bellevue City Hall
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

RE: Comprehensive Plan Housing Element Update

Dear Commissioner,

On behalf of the Housing Development Consortium of King County (HDC), thank you for this opportunity to comment on your Comprehensive Plan update.

HDC is a nonprofit membership organization which represents more than 100 private businesses, nonprofit organizations, and public partners who are working to develop affordable housing in King County and who are dedicated to the vision that all people should be able to live in a safe, healthy, and affordable home in a community of opportunity. In other words, we believe all people, regardless of income, deserve the opportunity to thrive in a safe neighborhood with good jobs, quality schools, strong access to transit, and plenty of parks and open space for a healthy lifestyle.

We very much appreciate Bellevue's work toward achieving this vision, through the City's allocations to the ARCH Housing Trust Fund, and through the City's provision of development incentives, particularly in the Bel-Red neighborhood, that leverage the power of the private market to create equitable, inclusive communities. This comprehensive plan update provides you an ideal opportunity to explore what other policies are necessary to create a diverse, inclusive, and affordable community for all of Bellevue's residents. To that end, we would like to provide the following comments to help guide your work over the next many months on the issues of: homelessness, development incentives, and public funding.

HDC's Affordable Housing Members:
Low-income Housing Organizations
Community Development Corporations
Special Needs Housing Organizations
Public Housing Authorities
Community Action Agencies
Workforce Housing Organizations
Public Development Authorities
Government Agencies and Commissions
Architects and Designers
Development Specialists
Certified Public Accountants
Regional Funders and Lenders
National Funders and Lenders
Community Investment Specialists
Property Managers
Law Firms
Contractors

Affording Opportunity

1402 Third Avenue, Suite 1230 Seattle, Washington 98101

206.682.9541 Fax 206.623.4669 www.housingconsortium.org

❖ Homelessness

Homelessness is very real in East King County. The 2013 One Night Count of homeless individuals identified 197 unsheltered people on the eastside, a 42% increase from 2012. And while the eastside has made several tremendous steps forward to address the needs of homeless individuals and families, more must be done. **We ask that the City continue to partner with homeless housing and service providers to improve opportunities to site housing and services that address this special housing need as well as to educate the public and build public awareness of homelessness on the eastside.**

❖ Development Incentives

One of the best ways to prevent and address homelessness is to ensure quality, permanently affordable housing is available for low and moderate-income households. According to the East King County Plan to End Homelessness, the primary cause of homelessness on the eastside is a lack of affordable housing. The most recent data from the U.S. Department of Housing & Urban Development (HUD) estimates that approximately 7,300 households in Bellevue are paying more than 50% of their income for housing costs, placing them at great risk for homelessness.

Therefore, we ask that the City strongly commit to implementing a wide range of development incentives in order to ensure Bellevue's neighborhoods provide a diverse array of housing options. Appropriately crafted incentives harness the power of the marketplace to produce affordable homes that meet the needs of modest wage, working families with very limited public investment. Development incentives, including density bonuses, parking reductions, fee waivers, expedited permitting, and multi-family tax exemptions, are proven to stimulate more affordable homes in a mixed-income setting. When implemented well, they allow communities to increase the supply of affordable homes, support workforce and economic development and reduce sprawl, traffic congestion, and pollution. The resulting homes enable modest-wage workers to benefit from urban reinvestment and connect to emerging job centers, transit stations, and opportunity networks.

These tools are particularly critical as you move forward with the Downtown Bellevue Initiative. According to your current comprehensive plan, at least 84% of the city's capacity for new housing is located Downtown. The people who work there—administrative assistants, retail workers, restaurant employees—should have the opportunity to live there. Without strong incentives, any housing built downtown will likely be unaffordable to a vast segment of the workforce.

❖ Public Funding

We do not expect the private sector to meet the housing needs of the eastside's lowest-income residents, particularly those earning less than 30% of the Area Median Income (AMI). Strong public subsidy is necessary to build homes affordable for this economic segment of the population. And the ARCH Housing Trust Fund is critical to achieving this work. Since its inception, ARCH funding has contributed to the creation of more than 2500 affordable homes across the eastside, leveraging \$9 of external funding for every \$1 of ARCH funding. With this funding, HDC Members like Imagine Housing, Hopelink, and the YWCA, are doing great work to build homes for low-income families.

And yet, in Bellevue's 2012 Budget Survey, residents were least satisfied of all city services with the City's ability to promote affordable housing for its residents. Since the adoption of your current comprehensive plan, ARCH funding has remained flat while the need persists. Bellevue's general operating budget, Bellevue's population, and the cost of housing have all increased since the inception of ARCH in 1994, but Bellevue's ARCH Housing Trust Fund allocation has not increased (and at times has decreased) over this period. **Therefore, we ask you to commit to partnering with ARCH member cities to implement a new dedicated revenue source that increases public funding for the ARCH Housing Trust Fund.**

According to the newly ratified Countywide Planning Policies, 24% of Bellevue's housing stock should be affordable for households earning less than 50% AMI. Unfortunately, less than 10% of homes are currently affordable for this income range. It should be possible in Bellevue for working people to afford housing and still have enough money for basic expenses like groceries, gas, and child care, but you have a large job in front of you to achieve this goal. We at HDC look forward to working with you as you update your comprehensive plan to create a future where Bellevue is a diverse, inclusive, and affordable community for people of all incomes.

Best,

A handwritten signature in blue ink, appearing to read "Kelly Rider", with a long horizontal flourish extending to the right.

Kelly Rider
Policy Director



HOUSING
DEVELOPMENT
consortium

June 11, 2014

Bellevue Planning Commission
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

Dear Commission Members,

On behalf of the Housing Development Consortium of King County (HDC), thank you for this opportunity to comment on your Comprehensive Plan Housing Element update.

HDC is a nonprofit membership organization which represents more than 100 private businesses, nonprofit organizations, and public partners who work to develop affordable housing in King County—with many of our members serving the residents of Bellevue and other Eastside cities. HDC's members are dedicated to the vision that all people should be able to live in a safe, healthy, and affordable home in a community of opportunity.

We are encouraged by the addition of a Housing Strategy Plan (**New Policy #2a**) to the Housing Element, particularly as it relates to addressing the needs of very-low, low, and moderate income households. This plan for implementation and monitoring of affordability plays a crucial role in achieving the shared vision of Bellevue as “A city that meets the housing needs of all citizens”. **We urge the Commission to include New Policy #2a, in addition to the proposed revisions outlined below, in their final Housing Element recommendations to the City Council.**

❖ Affordable Housing Incentives

One of the best ways to prevent and address homelessness is to ensure quality, permanently affordable housing is available for low and moderate-income households. According to the East King County Plan to End Homelessness, the primary cause of homelessness on the eastside is a lack of affordable housing.

If implemented, proposed revisions to **HO-12** regarding the provision of incentives for residential development in multifamily and mixed use commercial zones can help ensure modest wage workers have the opportunity to live near

HDC's Affordable Housing Members:
Low-income Housing Organizations
Community Development Corporations
Special Needs Housing Organizations
Public Housing Authorities
Community Action Agencies
Workforce Housing Organizations
Public Development Authorities
Government Agencies and Commissions
Architects and Designers
Development Specialists
Certified Public Accountants
Regional Funders and Lenders
National Funders and Lenders
Community Investment Specialists
Property Managers
Law Firms
Contractors

Affording Opportunity

1402 Third Avenue, Suite 1230 Seattle, Washington 98101

206.682.9541 Fax 206.623.4669 www.housingconsortium.org

their jobs. As the city continues to refine its affordable housing incentives, as noted in **HO-23**, we want to emphasize that removing regulatory barriers may help to increase the housing supply, but without real, meaningful affordable housing incentives, such as the ones listed for exploration in **HO-33**, the housing needs of modest wage workers may continue to go unmet. **We ask that the Commission support the proposed changes to HO-12, HO-23, and HO-33, in order to encourage the development of homes affordable to families and individuals earning a wide range of incomes.**

❖ Public Funding

That said, we do not expect the private sector to meet the housing needs of the eastside's lowest-income residents, particularly those earning less than 30% of the Area Median Income. Strong public subsidy, including investments in the ARCH Housing Trust Fund, is critical to meeting the need for this economic segment of the population. Unfortunately, funding for ARCH has flat-lined while the need for housing affordable to families and individuals earning very low incomes persists.

If implemented, the revisions to **HO-27**, which call on the city to "Provide funding to support housing need, especially for low and very low income households" will help support non-profit organizations—like YWCA, Imagine Housing, and Hopelink—continue to serve these Eastside families and individuals. **We ask that the Commission support the proposed changes to HO-27, in order to address the housing needs of Bellevue's low and very low income individuals and families.**

❖ Addressing Homelessness

While the eastside has made several tremendous steps forward to address the needs of homeless individuals and families, more must be done. Revisions to **HO-38** and **HO-39** support regional partnerships and planning to address homelessness. If implemented, these policies will help homeless housing service providers better address the special housing needs of this population and bolster their efforts to reduce and prevent homelessness on the eastside. **We ask that the Commission support the proposed changes to HO-38 and HO-39, in order to address and prevent homelessness in Bellevue.**

This is an important opportunity to shape the future of Bellevue and ensure that it grows to be a diverse, inclusive, and affordable community. The shared vision of Bellevue as "A city that meets the housing needs of all citizens" is attainable, and strategic implementation of the aforementioned Comprehensive Plan Housing Element policies can make it happen.

Thank you for your consideration. We would be happy to discuss these comments with you, and we hope you will contact us with any questions.

Best,



Marty Kooistra
Executive Director



Stephanie Velasco
Outreach Coordinator

From: Darcy b Johnson <darcy@fulcrumcapllc.com>
Sent: Friday, February 20, 2015 10:30 AM
To: PlanningCommission
Subject: Affordable Housing is a Community Priority

Follow Up Flag: Follow up
Flag Status: Completed

Dear Planning Commission (CC Bellevue City Council),

As you update Bellevue's Comprehensive Plan, I want you to know that affordable housing is important to me and important to the fabric and well-being of our community.

Over 25 years ago, our organization started the first low income housing corporation on the Eastside. Since that time the need has skyrocketed. Housing is a fundamental need, even more vital to a healthy community than food!! It impacts traffic, crime and safety more than any other single factor. The problem will never go away but we can be smart about how we address the need.

I believe there is still a significant amount of work that needs to be done on the Housing Element to ensure it reflects-- and seeks to address--the deep affordable housing and homelessness needs in our community. As you conduct your final deliberations on the Housing Element, please make sure that it includes policies that ensure that those who work in Bellevue can afford to live in this great city.

Thank you for all the work you do for our community. I look forward to hearing about the City's progress on updating the Comprehensive Plan Housing Element.

Darcy b Johnson
8022 126th Ave SE
newcastle, WA 98056

From: okipfer@comcast.net
To: PlanningCommission@bellevuewa.gov
Subject: Affordable Housing is a Community Priority
Date: Saturday, February 28, 2015 8:39:37 PM

Dear Planning Commission (CC Bellevue City Council),

As you update Bellevue's Comprehensive Plan, I want you to know that affordable housing is important to me and important to the fabric and well-being of our community.

I believe there is still a significant amount of work that needs to be done on the Housing Element to ensure it reflects--and seeks to address--the deep affordable housing and homelessness needs in our community. As you conduct your final deliberations on the Housing Element, please make sure that it includes policies that ensure that those who work in Bellevue can afford to live in this great city.

Thank you for all the work you do for our community. I look forward to hearing about the City's progress on updating the Comprehensive Plan Housing Element.

Merrilee Kipfer
16610 NE 18th St.
Bellevue, WA 98008

From: CParker@bellevuewa.gov
Sent: Friday, February 27, 2015 9:57 AM
To: debrakkumar@gmail.com
Cc: ELeslie@bellevuewa.gov; PInghram@bellevuewa.gov; EConkling@bellevuewa.gov; JLewine@bellevuewa.gov
Subject: RE: Feedback on Affordable Housing

Thank you, Debra. We will make sure these are incorporated into the record. -Camron

From: Debra Kumar [<mailto:debrakkumar@gmail.com>]
Sent: Friday, February 27, 2015 9:52 AM
To: Parker, Camron
Subject: Feedback on Affordable Housing

Hi Camron.

Several Bellevue Essentials alumni (including myself) are meeting to put together a panel discussion event for all Bellevue Essential alums, and one of the topics considered is affordable housing in Bellevue (or lack thereof.)

As you may recall at Wednesday's Comprehensive Plan presentation to Joint Boards and Commissions, there was considerable mention of affordable housing concerns amongst participants. I shared this with my BE colleagues who are working on the panel discussion event, including sending a link to the online open house to show that affordable housing is a subject in the Comprehensive Plan. Below are their comments. I don't know for certain they submitted their comments in the online presentation so I am sharing them with you in the hopes they get to the right person who is collecting feedback to the plan.

Thanks. Let me know if you need more info.

Debra

Comments -

"I agree indeed that in all my interactions relating to Bellevue's expansion and growth, affordable housing has been brought up. The topic seems to be a mind field because no one is sure which angle to tackle, but eventually it will have to be addressed (sooner than later)."

"Conversations with affordable housing advocates have identified these concerns:

- Needed support for affordable housing Downtown if this is not called out, then it won't be there as a city value.
- Using surplus land for affordable housing, calling out strategies that insure affordable housing is indeed in the plan.
- Making a housing strategy plan, and/or "removing unintended barriers to group facilities"

The community is very diverse. People with disabilities need affordable housing to stay in the communities where they were born/raised. Seniors are concerned about being able to stay in their home communities. Students that attend Bellevue College need affordable housing to continue their education. People who work in Bellevue from teachers to people in the service industry to self employed need affordable housing to live near their work. Quality of life is impacted by access to affordable housing, access to transportation and having the time before and after work to eat with your family, do homework with children, and engage in the opportunities in the community. Families who make the communities diverse and rich in culture want to stay/live in Bellevue and their children to attend the great Bellevue Schools. Attending the meetings is important. Asking many questions is important and informs the commission when citizens articulate their interpretation of affordable housing."

From: Rae Levine <rae@sophiaway.org>
Sent: Thursday, February 26, 2015 8:47 AM
To: PlanningCommission
Subject: Affordable Housing is a Community Priority

Dear Planning Commission (CC Bellevue City Council),

As you update Bellevue's Comprehensive Plan, I want you to know that affordable housing is important to me and important to the fabric and well-being of our community.

I believe there is still a significant amount of work that needs to be done on the Housing Element to ensure it reflects--and seeks to address--the deep affordable housing and homelessness needs in our community. As you conduct your final deliberations on the Housing Element, please make sure that it includes policies that ensure that those who work in Bellevue can afford to live in this great city.

Thank you for all the work you do for our community. I look forward to hearing about the City's progress on updating the Comprehensive Plan Housing Element.

Rae Levine
700 108th Ave. NE
BELLEVUE, WA 98004

From: Neil Maris <neil.maris@comcast.net>
Sent: Thursday, February 19, 2015 10:18 AM
To: PlanningCommission
Subject: Affordable Housing is a Community Priority

Follow Up Flag: Follow up
Flag Status: Completed

Dear Planning Commission (CC Bellevue City Council),

As you update Bellevue's Comprehensive Plan, I want you to know that affordable housing is important to me and important to the fabric and well-being of our community.

I believe there is still a significant amount of work that needs to be done on the Housing Element to ensure it reflects--and seeks to address--the deep affordable housing and homelessness needs in our community. As you conduct your final deliberations on the Housing Element, please make sure that it includes policies that ensure that those who work in Bellevue can afford to live in this great city.

Thank you for all the work you do for our community. I look forward to hearing about the City's progress on updating the Comprehensive Plan Housing Element.

Neil Maris
21449 SE 35th Way
Sammamish, WA 98075

From: Paula Matthyse <paulamatthyse@gmail.com>
Sent: Friday, February 13, 2015 1:23 PM
To: PlanningCommission
Subject: Affordable Housing is a Community Priority

Follow Up Flag: Follow up
Flag Status: Completed

Dear Bellevue Planning Commission,

As you update Bellevue's Comprehensive Plan, I want you to know that affordable housing is important to me and important to the fabric and well-being of our community. I work in Bellevue with programs that serve immigrants and refugees who live, work and go to school in Bellevue.

I believe there is still a significant amount of work that needs to be done on the Housing Element to ensure it reflects--and seeks to address--the deep affordable housing and homelessness needs in our community. As you conduct your final deliberations on the Housing Element, please make sure that it includes policies that ensure that those who work in Bellevue can afford to live in this great city. The Bellevue Diversity Plan cannot be honored if affordable housing is not in the comprehensive plan. Many immigrants to our community want to live here because of our schools and great neighborhoods. Please connect the dots between our community strengths and insure that people who work here, go to school here etc can afford to live here!

Thank you for all the work you do for our community. I look forward to hearing about the City's progress on updating the Comprehensive Plan Housing Element. I will be tracking this process closely.

Paula Matthyse
PO Box 1191
Carnation, WA 98014

From: dnakatsu@comcast.net
To: PlanningCommission@bellevuewa.gov
Subject: Affordable Housing is a Community Priority
Date: Friday, February 27, 2015 2:16:10 PM

Dear Planning Commission (CC Bellevue City Council),

As you update Bellevue's Comprehensive Plan, I want you to know that affordable housing is important to me and important to the fabric and well-being of our community.

I believe there is still a significant amount of work that needs to be done on the Housing Element to ensure it reflects--and seeks to address--the deep affordable housing and homelessness needs in our community. As you conduct your final deliberations on the Housing Element, please make sure that it includes policies that ensure that those who work in Bellevue can afford to live in this great city.

Thank you for all the work you do for our community. I look forward to hearing about the City's progress on updating the Comprehensive Plan Housing Element.

Peg Nakatsu
10700 NE 4th St
Unit 1412
Bellevue, WA 98004

From: caronterra@hotmail.com
To: PlanningCommission@bellevuewa.gov
Subject: Affordable Housing is a Community Priority
Date: Tuesday, March 3, 2015 8:26:12 AM

Dear Planning Commission (CC Bellevue City Council),

As you update Bellevue's Comprehensive Plan, I want you to know that affordable housing is important to me and important to the fabric and well-being of our community.

As a long time resident of Bellevue, I believe there is still a significant amount of work that needs to be done the Comprehensive Plan to address the growing affordable housing and homelessness needs in our community. As you conduct your final deliberations on the Housing Element, please make sure that it includes policies that ensure that those who work in Bellevue can afford to live in this great city.

Thank you for all the work you do for our community. I look forward to hearing about the City's progress on updating the Comprehensive Plan Housing Element.

Carolyn Norton
14200 NE 2nd Pl
Bellevue, WA 98007

From: Karina O'Malley <kcfom@hotmail.com>
Sent: Friday, February 13, 2015 10:21 PM
To: PlanningCommission
Subject: Bellevue needs to support and sustain Affordable Housing

Follow Up Flag: Follow up
Flag Status: Completed

Dear Planning Commission (CC Bellevue City Council),

As you update Bellevue's Comprehensive Plan, I want you to know that affordable housing is important to me and important to the fabric and well-being of our community. People who work in Bellevue need to live in Bellevue, the school teachers, baristas and grocery clerks. The people on Social Security, the young couples getting started, need to be part of the fabric of the city. I have a friend, currently homeless, who has frequent doctor appointments in Bellevue and cannot afford the gas to travel there if he lives far away. He has a guaranteed housing subsidy of \$800 but can't find a place to live in Bellevue to maintain his health care, so he remains homeless so he can get to his doctor. Clearly, Bellevue needs to redouble its efforts to allow for housing options for folks like this.

I believe there is still a significant amount of work that needs to be done on the Housing Element to ensure it reflects--and seeks to address--the deep affordable housing and homelessness needs in our community. As you conduct your final deliberations on the Housing Element, please make sure that it includes policies that ensure that those who work in Bellevue can afford to live in this great city.

Thank you for all the work you do for our community. I look forward to hearing about the City's progress on updating the Comprehensive Plan Housing Element.

I am on the board of The Sophia Way, which serves homeless women in Bellevue and all across the Eastside. We have sited shelters in Bellevue and Redmond and are looking to meet the needs of more women experiencing homelessness. A major challenge is finding a place in their community that they can afford. Please help.

Karina O'Malley
6430 123rd ave NE
Kirkland, WA 98033

From: pdf3@comcast.net
To: PlanningCommission@bellevuewa.gov
Cc: PLnghram@bellevuewa.gov; KMcDonald@bellevuewa.gov; KRWallace@bellevuewa.gov
Subject: Revisions to Bellevue Comprehensive Plan
Date: Tuesday, December 9, 2014 1:54:44 PM

Hello Commissioners!

Please consider the following comments in your review of proposed changes to the Comprehensive Plan:

- a** 1. On one of the pages of your packet materials for the Commission's 10 December 2014 meeting is a drawing/map of something called "Shopping Streets." The map shows an area on 130th Ave. NE between the Bel-Read Road and NE 20th St.; the area is depicted as larger than the shopping areas at Crossroads, and at Factoria. This map should be revised to reduce the 'size' of the 'shopping street' area on 130th Ave. NE to about the size of one-half the area of the Crossroads shopping area.
- a, cont** 2. A 'shopping-street' area should be added to the "Shopping Streets" map (of about the size of the shopping area shown for the Walmart shopping area at 148th Ave. NE and Main Street) for the shopping area planned for the Spring District (approximately 120th Ave. NE and NE 16th St.).
- b** 3. The proposed changes to the Transportation Element of the Comprehensive plan do not show any consideration/recognition of the present and forecasted number and distribution of the City's older and disabled adult population, whose primary mode of transportation is likely to be the passenger automobile. Very few of the members of this population segment can, or want to ride bicycles, or are able to walk to HCT connection points; moreover, many older adults are concerned about the security/safety of HCT.
- c** 4. The proposed changes to the Transportation Element continue it's current excessive, incredibly fine-grained policy prescription, resulting in a 'plan' that is virtually impossible to comply with, and that shows an unwarranted bias against the automobile as a transportation vehicle. The proposed changes also perpetuate the use of the unsuitable intransitive verb 'play' (e.g., "... live, work, *play*, and learn ..."), when a better choice would be to use *recreate*; this usage should be corrected throughout the Comprehensive Plan. In general, it would be helpful to reduce the number of policies in the Transportation Element to about 25-30.
- d** 5. The Transportation Element should be revised to eliminate normative/proscriptive language that pontificates against single-occupant vehicles, and favors high density development (e.g., 'TOD'); for example, delete TR-7; and revise TR-11 to eliminate this bias. Also, revise TR-14 to eliminate a policy of having Bellevue taxpayers provide "... covered *bicycle parking, showers, lockers and related facilities* ..."; such amenities should be provide by the bicycle owners/operators, their employers, or by other means not requiring taxpayer subsidies.
- e** 6. Delete Transportation policy TR-29; there has been no demonstrable public support within the City of Bellevue for the policies set forth in PSRC's Vision 2040; this over-reaching scheme has only been adopted by elected officials in PSRC's governing body with no referendums held in their various municipalities. Also, delete TR-3 and TR-73; these trivial useless, spacing-occupying policies need no annunciation in the Transportation Element plan.

- f** 7. Revise TR-75-series of goals/policies to clarify that the City of Bellevue only facilitates the use/operation of HCT systems (e.g., busses, light rail); delete TR-75.2, and TR-75.3 - these are trivial policies.
- g** 8. Revise the Pedestrian and Bicycle policies to include consideration of the older and disabled City population segment.
- h** 9. Revise TR-91 to delete reference to the Bel-Red area, as this area will be amply served by light rail, and does not need any further enhancement of existing freeway access. Likewise, revise TR-100 to delete reference to interchange improvements on SR-520 at 124th Ave. NE, as such improvements are not needed.
- i** 10. Delete the transitive verb 'optimize' in the Transportation Element as there is no definition of how such a condition can be achieved under the policies that use the term; substitute 'cost effective' where appropriate.
- i cont** 11. Add a new policy that requires the Transportation Department to use life cycle cost analysis and cost effectiveness analysis techniques when developing budget proposals for new and/or revised/modified infrastructure.

Sincerely yours,

David F. Plummer

14414 NE 14th Place
Bellevue, WA 98007

From: gpg2714@gmail.com
To: PlanningCommission@bellevuewa.gov
Subject: Affordable Housing is a Community Priority
Date: Saturday, February 28, 2015 5:36:41 PM

Dear Planning Commission (CC Bellevue City Council),

As you update Bellevue's Comprehensive Plan, I want you to know that affordable housing is important to me and important to the fabric and well-being of our community.

I believe there is still a significant amount of work that needs to be done on the Housing Element to ensure it reflects--and seeks to address--the deep affordable housing and homelessness needs in our community. As you conduct your final deliberations on the Housing Element, please make sure that it includes policies that ensure that those who work in Bellevue can afford to live in this great city.

Thank you for all the work you do for our community. I look forward to hearing about the City's progress on updating the Comprehensive Plan Housing Element.

Paul Quinn
3535 Factoria Blvd, Suite 440
Bellevue, WA 98006

From: PInghram@bellevuewa.gov
To: EConkling@bellevuewa.gov
Subject: FW: Toilets in Transit Center
Date: Wednesday, March 4, 2015 2:53:40 PM

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

From: Philip Skoog [<mailto:pskoog4@gmail.com>]
Sent: Tuesday, January 20, 2015 7:02 AM
To: Inghram, Paul
Subject: Toilets in Transit Center

Paul - the bloggers have an idea to adopt a toilet in transit centers and major park and rides without a Starbucks nearby.

Can u form a PSRC task force which can address the details. We want to do it similar to adopt a highway programs and use Honey Buckets not plumbed toilets for numerous reasons.

The policy for placement of Honey Buckets is well establish in construction sites. Just expand this to park and rides and people can sponsor a toilet from their cellphone TXT " A Place To Pee for You and Me"

Philip Skoog pskoog4@gmail.com

From: stef.tomko@hotmail.com
To: PlanningCommission@bellevuewa.gov
Subject: Affordable Housing is a Community Priority
Date: Monday, March 2, 2015 4:59:15 PM

Dear Planning Commission (CC Bellevue City Council),

As you update Bellevue's Comprehensive Plan, I want you to know that affordable housing is important to me and important to the fabric and well-being of our community.

I believe there is still a significant amount of work that needs to be done on the Housing Element to ensure it reflects--and seeks to address--the deep affordable housing and homelessness needs in our community. As you conduct your final deliberations on the Housing Element, please make sure that it includes policies that ensure that those who work in Bellevue can afford to live in this great city.

Thank you for all the work you do for our community. I look forward to hearing about the City's progress on updating the Comprehensive Plan Housing Element.

Stefanie Tomko
1232 172nd Ave NE
Bellevue, WA 98008

From: sandy tse <sandyt@cisc-seattle.org>
Sent: Thursday, February 26, 2015 10:46 AM
To: PlanningCommission
Subject: Affordable Housing is a Community Priority

Dear Planning Commission (CC Bellevue City Council),

As you update Bellevue's Comprehensive Plan, I want you to know that affordable housing is important to me and important to the fabric and well-being of our community.

I believe there is still a significant amount of work that needs to be done on the Housing Element to ensure it reflects--and seeks to address--the deep affordable housing and homelessness needs in our community. As you conduct your final deliberations on the Housing Element, please make sure that it includes policies that ensure that those who work in Bellevue can afford to live in this great city.

Thank you for all the work you do for our community. I look forward to hearing about the City's progress on updating the Comprehensive Plan Housing Element.

sandy tse
SE Allen Rd
bellevue, WA 98006

From: Hansennp@aol.com
Sent: Wednesday, March 04, 2015 5:36 PM
To: PlanningCommission
Cc: ALaing@schwabe.com
Subject: Comprehensive Plan Update Public Hearing Mar 4,2015

Follow Up Flag: Follow up
Flag Status: Completed

To: Planning Commission

Following are suggested changes to meet a 1st class City design for 2035:

Reference **Utilities Element UT -X18:**

When implementing street projects require undergrounding of electrical and communication lines.

Discussion: Can be done in phases. First Phase: Install conduit to accept future installation of wires. Second phase: Install equipment when funds are available

Reference **Utilities Element UT-X21:**

Support efforts to underground electrical transmission and distribution lines.

Discussion: This will provide a standard across all neighborhoods to provide necessary reliability using the latest technology. Also, to meet the concept of "One City in a place where people want to be".

Norm Hansen, Bridle Trails Community Club

From: Nicole Price <np@npriceassoc.com>
Sent: Wednesday, March 04, 2015 5:41 PM
To: PlanningCommission
Subject: Draft Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Completed

To Whom It May Concern:

I was planning on attending the public hearing on the Draft Comprehensive Plan tonight. However, my daughter came down with the flu. Having missed the online comment period I am sending my comments on the plan via email.

As a landscape architect who has focused her career on urban infill projects I was pleased to see that City of Bellevue plans to accommodate future population growth by increasing density downtown, in Wilburton, Factoria/Eastgate and Crossroads. I was especially pleased to see land use policies LU-14, LU-16, LU18, LU26 and LU27. I hope that what I am seeing in these policies, and the others listed in the draft plan, is an intent to create walkable transit oriented neighborhood retail/community centers in neighborhoods that were not originally designed to have them. As well as the intent to balance openspace with future development. The effort to connect existing neighborhoods via transit to the proposed dense retail/housing cores is as important as the proposed infill development in downtown, Wilburton, Factoria/Eastgate and Crossroads in meeting the city's goal of reducing pollution, noise and preserving openspace.

I was equally pleased to see the environmental plan especially policies EN-71, EN-72 and EN-73. I would encourage the City of Bellevue to partner with the UW, WSU and or other universities to study the existing wildlife corridors. If you are familiar with the work of Frederick Steiner you know that it is much easier and more cost effective to preserve existing wildlife corridors than it is to try and recreate them once they have been severed.

Recently I had the opportunity to comment on a proposed development in my neighborhood that will be put in an area currently used as a wildlife corridor by many species. I was saddened to see that developers consultants had downgraded the lands value as habitat due to the presence of invasive plant species. So I was thrilled to see environmental policies En-19 and 20 to create partnerships with owners of undeveloped land and increase awareness of plant communities and their role in the health of the overall environment.

The Parks and Recreation plan is full of equally pleasing policies most especially PA-4 the equitable distribution of parks, community centers, and recreational facilities. It is my hope that as the city creates dense mixed-use cores that it provides adequate openspace within a walkable area to service the people living in these urban centers. The only additional request I have is that the city review it's use of synthetic turf on athletic fields. I have noticed that the small plastic pellets, that provide fall attenuation, lift up from below the synthetic grass layer and migrate on shoes, and I am assuming by surface water flow, into the surrounding landscape beds and travel into cars and homes. My concern is that these pellets area also flowing into storm drains and beyond.

Thank you for your time and consideration.

Sincerely,

Nicole Price

Comments Regarding Bellevue Online Open House

Date: March 3, 2015

Comments on some of the elements of the **Mobility Walk/Bike** section:

	Policy	My Comment
a	<p>Promote quality, community-friendly single family, multifamily and mixed-use development, through features such as enhanced open space and pedestrian connectivity. Housing HO-2</p>	<p>As an existing resident, I fail to see how promoting development will also help with open space. It will detract from open space. However, when any development is done, open space must be required. We must put in place a requirement that lots all keep at least 20% of not more of their build-able area as natural or vegetated space. If this reduces the developer's perceived interpretation of their zoning, then the developer should be allowed to increase building height but under no circumstances reduce the required open space. Open space should be selected based on the space with the most trees.</p>
b	<p>Develop pedestrian and bicycle linkages between neighborhoods and major natural areas, recreation facilities, schools and commercial centers. Parks PA-13</p>	<p>With regard to neighborhoods, existing and new development must not be allowed to restrict bicycle parking, and where bike-specific parking is not provided. Parking lots in multi-family areas must allow bicycles. Without such a provision, the attempts to provide a walking and biking friendly environment in our higher density neighborhoods can be squelched by a few drivers complaining about bikes in the parking lots. The common good of promoting bikes must mean that car parking areas also make space for bike parking</p>
c	<p>Evaluate and facilitate car-sharing and bike sharing programs. Transportation TR-18</p> <p>Support establishment and operation of a bicycle sharing program in Bellevue. Transportation TR-X21</p>	<p>Again, if bike parking is not guaranteed to people, bike sharing programs can be rendered unsuccessful.</p>
d	<p>Enhance and support a safe active, connected and functional pedestrian environment for all ages and abilities. Urban Design and the Arts UD-73</p>	<p>We need to reduce car use and restrict tailpipe emissions. Otherwise, being a pedestrian is subjecting yourself to the exhaust decisions of every car owner who drives along your pedestrian-friendly street.</p> <p>The local air pollution is bad – you can always smell it on our sidewalks, and it is harming our health, and especially the health of our children who don't have the option of driving everywhere.</p>

Comments on some of the elements of the **Natural Environment section**:

The following comments are based on policies on this page:

- e <http://bellevue2035.publicmeeting.info/natural-environment#sthash.Y2j9PUUp.dpbs>The web page starts out “Enough Trees?” and dedicates most of the introductory space to preserving trees. Sadly, However, there is little that shows the city is prepared to take the needed approach to preserve our existing trees.

The city’s policies need to be strengthened to *prevent* native vegetation loss. Along NE 8th St in the past 2 years I have seen development needlessly remove trees that are along the edge of developments. For example, a building just west of Stevenson Elementary took down a row of evergreens just to make construction and a parking area easier to deal with.

Many people just remove a tall tree because they saw someone else do the same. Provisions instead need to be made to keep healthy trees standing and not disturb the roots. All the trees together make us healthier and happier, so we need to account for this and make the cost of removing them very high for developers and land owners. If everyone removes “just their own tree,” we’ll have none left.

At a new housing development along 124th Ave NE and NE 8th St, there was a beautiful large tree on the corner of the development. It would have been a great amenity for residents. The buildings that are there now would only have needed to be moved back a few feet to allow that old beautiful tree to remain. But, instead, it was removed as though it were a weed, and the neighborhood lost character. The residents lost a cooling friend in the summer that would have been a great visual and mental break between their home and busy NE 8th street.

Policy	My Comment
<p>f Environment EN-X6 - Make low impact development the preferred and commonly-used approach to site development to minimize native vegetation loss and stormwater runoff.</p>	<p>These policies “considering” LID will do little to prevent tree loss unless additional strict requirements are added to require tree retention. Otherwise, developers choose only LID principals that focus on installing LID elements after the area has been cleared of vegetation. They install pervious pavement and they add plantings such as rain gardens.</p>
<p>g Utilities UT-X7 - Consider low impact development principles to minimize impervious surfaces and native vegetation loss on all infrastructure improvement projects.</p>	<p>LID is good, but the BEST WAY TO GET THE BENEFITS OF TREES IS TO KEEP THE ONES YOU HAVE ALREADY.</p>
<p>h Environment EN-X3 Tree canopy Establish citywide tree canopy targets that reflect our "City in a Park" character and an action plan for meeting targets across multiple land use types including right of way, public lands, and residential</p>	<p>Bellevue has trees 30, 40, 50, and 100 years old. Most of us will be dead before one that is cut down can be replaced. Looking across the city to the tops of these majestic evergreens makes our city a beautiful Western Washington city. Without them, it’s just concrete.</p>

<p>and commercial uses.</p>	
<p>Land Use LU-X1 Retain the city's park-like character through the preservation and enhancement of parks, open space, and tree canopy throughout the city.</p>	<p>I agree this is important. Again, I fully support the preservation of the tree canopy, and cannot emphasize enough that we must add real and strict requirements to make it happen.</p>
<p>Environment EN-X10 Minimize the loss of tree canopy and natural areas due to transportation and infrastructure projects and mitigate for losses, where impacts are unavoidable.</p>	<p>Transportation and infrastructure projects should not remove trees at all.</p> <p>We have enough roads – we need to make better use of them for transit and demand-pricing if we have too much traffic.</p> <p>Require the involvement of local citizens in the planning of specific projects so that they can be given the opportunity to find ways to avoid the loss of trees. They will provide creative ways to save trees options as they can carefully focus on a particular area and give it more thought than staff or planners often have time for.</p>

Thank you for the opportunity to comment,

Kristen Bryant

January 12, 2015

planningcommission@bellevuewa.govBellevue Planning Commission
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009Re: Par 5 – 2014 Comprehensive Plan Update
Proposed Amendments for Parcel 8682800005

Members of the Planning Commission:

I am writing on behalf of Alamo Manhattan Properties LLC (Alamo) to provide the Planning Commission with information supporting amendments to the subarea plan boundary, land use designation and zoning that splits the referenced Par 5 parcel. Alamo is the contract purchaser of the Par 5 property in the City's Southern Downtown Boundary Analysis¹. As described below, amendments that locate this one parcel wholly within the Downtown are consistent with the City's Comprehensive Plan policy language, provide for efficient implementation of the City's development codes, acknowledge the unique features and location of this parcel and protect the adjacent South Bellevue neighborhood.

Existing Conditions

Parcel Ownership and Current Use – Alamo is the contract purchaser of Par 5's two parcels at Main Street and 107th Ave SE, the subject parcel, which is addressed as 123 107th Ave. SE and Tax Parcel 8682800004, which is addressed as 10625 Main St. Alamo is completing construction of its Main Street mixed use development project just west of these parcels and is proposing to build a similar project on these two lots. The northern parcel is currently developed with a single story retail building. The southern split-zoned parcel is developed solely with two surface parking lots located on two terraces on the hillside west of 107th Ave SE.

Surrounding Area – The subject property is located on a unique isolated dead-end cul-de-sac street. 107th Ave. SE provides vehicular access to just five other properties and the only sidewalk on this street is adjacent to Soma Apartments. Additionally, 107th Ave. rises from

¹The referenced City analysis is contained in the January 14, 2014, Planning Commission Meeting Materials (Agenda Item 8.A.4., referenced as Attachment 3 in the City Analysis). We would note that the Par 5 property shown in that Analysis was based upon old information and included the Hillside Apartments property that is no longer owned by Par 5 and not proposed for DNTN-MU zoning.

Main Street, which will allow a substantial portion of Alamo's proposed development to be "tucked" into the hillside. 106th Ave. SE, to the west of the subject property also rises steeply and remains unopened one block south of Main St. The few surrounding parcels are all developed or in the process of being developed with multifamily residential buildings. See Exhibit A.

Split-Zoned Parcel – Parcel 8682800005 has multiple zoning designations on different portions of this parcel. Until this week, it was understood that the parcel contained two land use and zoning designations -- Downtown Subarea and DNTN-MU on the northern portion and Southwest Bellevue and R-30 on the southern portion.

The precise location of the zoning line separating the DNTN-MU portion from the R-30 portion has been the subject of recent discussions with the City. We have focused on the zoning maps because BMC 20.10.040 states:

The designation, location and boundaries of the land use districts and Shoreline Overlay District established by this Code are as shown and depicted on the official land use map(s) of the City, which shall be maintained as such and which are hereby incorporated herein by reference as a part of this Code, and given Clerk's Receiving No. 4972.

I was informed by the City Clerk that the official land use maps of the City are those available on-line at NWMaps.net. The NWPmaps.net map for this property is attached as Exhibit B and shows the dividing line between the R-30 and the DNTN-MU zone.

This week, however, after inquires with City planning staff, I was informed by Carol Helland that this parcel actually contains three zoning designations -- DNTN-MU on the north, R-30 on the south, and Office in between. The Office portion, I was informed, is the result of an error in the legal description used by the City when a portion of this parcel was rezoned from Office to R-30 in 1999.

In 1983, the southern portion of the subject parcel was designated for office development (Res. 4213). The northern portion of the subject parcel was identified as being within the Central Business District (Ordinance 2439) and later identified as being within the Downtown as defined at BMC 20.50.016 D. At the suggestion of City staff, and in recognition of the impractical application of different district code requirements for the split parcel, the owner of the property at that time applied for a revision to the land use designation and zoning of the southern portion of this lot. In 1998 it was redesignated Multifamily-High (MF-H) from Office (O) on the Southwest Bellevue Plan map. Ordinance 5121 (attached as Exhibit C). In 1999 the zoning was changed from R-30 in 1999. Ord. 5150 (attached as Exhibit D). However, according to City staff, the legal description used in Ordinance 5150 failed to include the entire area that was at that time zoned Office.

Carol Helland recently provided me with a map showing the different zoning lines based on these ordinances. A copy is attached as Exhibit E.

Development under Existing Conditions and Zoning

Development of a single development project on the subject parcel (Parcel 8682800005) is likely impossible given the complexity of having three zoning designations on this one lot. There are different use standards, density requirements, and dimensional limitations (e.g., setbacks, height, and landscaping requirements) for the three zoning districts (DNTN-MU, O, and R-30) and there are also downtown perimeter design district requirements. The only relief offered under current zoning to the problems caused by split-zoning is the ability to locate the setback from the downtown boundary (LUC 20.25A.090D.(10)) on the R-30 portion of the property. Given the complicated physical characteristics of these parcels, which include a series of developed terraces constructed on this previously altered hillside, a single structure with below grade parking is necessary. The development constraints caused by the split zoning of this parcel, if unresolved, would likely force abandonment of any planned development that would cross the zoning lines. This would result in significant underutilization of the northern DNTN-MU zoned portion of the subject parcel and likely continued use of the southern portion of the parcel for surface parking.

Amendments to the Comprehensive Plan and land use code that locate this parcel wholly within the Downtown and DNTN-MU district would remove these constraints, allowing development of a multi-family mixed use complex that logically fits the combined parcels and previously altered hillside, respects the adjacent multifamily uses and contributes to a vibrant downtown.

Possible Future Development as Part of Downtown

Development of the site, which includes both parcels, would include construction of a building type similar to Alamo's Main Street project to the west, including construction of a common underground parking structure and common amenity areas built into the southern hillside. The above ground uses abutting the adjacent R-30 zoned parcels would be residential, and the facades and roof elements would be designed as described below to be compatible with the residential neighbors. In addition, the 107th Avenue SW frontage would be improved to add a sidewalk to provide safe pedestrian access to the other properties that access this street and vehicular access for the residential units would be from the south end of 106th Ave SE.

East Elevation Abutting R-30 – This portion of the east elevation would face GlenCourt Apartments (located across 107th Ave SE). Built in 1955, these apartment units are oriented to the northeast, away from the proposed development and downhill from 107th Ave SE, with bedrooms facing 107th Ave SE. To the southeast, at the end of 107th Ave SE, is a new townhouse development that is currently under construction. While views of the proposed façade from these two developments is limited by their building location and orientation, a façade design that includes increased modulation and changes in color and material would provide an appropriate transition. Street trees and landscaping adjacent to the building foundation would provide for an enhanced streetscape.

West Elevation Abutting R-30 – This portion of the west elevation would face Aria @ Main Condominiums. Built in 1959, these units are located in two buildings that are located above the development site and separated by a heavily vegetated unopened steep portion of the 106th Ave NE right-of-way. Many of the units are oriented to the northwest, away from the

proposed development. While views of the proposed façade from the condominiums are limited by vegetation, location and orientation, a façade design that includes increased modulation and changes in color and material would provide an appropriate transition.

South Elevation Abutting R-30 – The southern façade would face the Hillside Apartments. Built in 1954, these 2-story buildings are located above the development site. With inclusion of the entire site in the Downtown District, the façade would be required to be separated from the existing apartments by a Downtown perimeter 20-foot wide landscape buffer, which is an increase over the R-30 8-foot wide Type III buffer. In addition, a façade design that includes increased modulation and changes in color and material would provide an appropriate transition, with roof treatments and modulation of the roof plan to provide visual interest.

Consistency with Comprehensive Plan and Benefits of Development as Part of Downtown

As described below, inclusion of the proposed amendments as part of the City's Comprehensive Plan Update required by RCW 36.70A.130(4) is appropriate and consistent with the Comprehensive Plan policies listed below and would facilitate the beneficial redevelopment of the site.

POLICY CP-2. Consider the interests of the entire community and the goals and policies of this Plan before making land use decisions. Proponents of change in the land use should demonstrate that the proposed change responds to the interests and changing needs of the entire city, balanced with the interests of the neighborhoods most directly impacted by the project.

Comment: As part of the 2014 update work program, the City has identified and included a review of the southern boundary of the Downtown Subarea to determine if some logical adjustment should be made, including addressing parcels split by the boundary. This letter is provided to support the inclusion of the entire subject parcel in downtown. Such inclusion will facilitate redevelopment of the combined site, solidify delineation of this portion of the downtown boundary and encourage retention of the adjacent multifamily residential uses. As described above, the possible future development will respect the adjacent multifamily residential uses which are located directly adjacent to the proposed and will be of a scale that is appropriate to the neighborhood. The amendments would also be consistent with the City's current practice to not split parcels.

POLICY LU-9. Maintain compatible use and design with the surrounding built environment when considering new development or redevelopment within an already developed area.

Comment: As described above, development of the combined site would include construction of a building(s) type similar to Alamo Manhattan to the west, including construction of a common underground parking structure built into the southern hillside. The above ground uses abutting the adjacent R-30 zoned parcels would be residential, with facades and roof elements designed to be compatible with the residential neighbors. Street trees and foundation landscaping on 107th Avenue SE would be compatible with other existing development. The development would also provide for street frontage improvements (i.e., add sidewalks), resulting in a positive pedestrian amenity to the surrounding built environment.

POLICY LU-13. Reduce the regional consumption of undeveloped land by facilitating redevelopment of existing developed land when appropriate.

Comment: The proposed amendment would facilitate redevelopment of the entire combined under-utilized site, thereby reducing consumption of undeveloped land and contributing to development of a mix-use complex that is appropriate at this edge of downtown.

POLICY LU-30. Encourage the development of housing within the Downtown including units targeted to workers who are expected to fill jobs to be created in the Downtown over the next decade.

Comment: The proposed amendment would facilitate redevelopment of the combined site and provide additional housing opportunities for workers in the Downtown. Without the proposed amendment, the subject parcel would likely remain underutilized (parking lot with no pedestrian frontage improvements) and fewer housing units would be available to meet downtown housing demands.

POLICY S-DT-4. The highest intensity development shall be located in the core of Downtown, with diminishing intensities toward the edges of Downtown (*see* Figure A for delineation of the Core Area and Perimeter Area).

Comment: The split parcel is more in character with the Downtown Subarea Plan than the southern Southwest Bellevue Subarea. Located in the City Center South Downtown District, the combined site would be developed at an intensity similar to the redeveloped parcels to the east and west that are also located in the Perimeter Area and would provide a more logical outer edge to the Downtown than the current irregular edge location. The stable existing residential development located to the east, west and south of the underdeveloped subject parcel reinforces establishing the south property line of the subject parcel as the appropriate location for the downtown.

POLICY S-SW-8. Maintain the borders of the Downtown Bellevue Subarea as established by the 1979 Subarea Plan to prevent the spread of Downtown into adjacent residential neighborhoods.

Comment: As described above, the subject property is located on a dead-end cul-de-sac road that does not connect southerly into Southwest Bellevue. Modifying the Downtown Bellevue Subarea boundary to resolve the split-zoning on this one uniquely situated parcel would not spread Downtown zoning into adjacent residential neighborhoods. This is a very minor shift in the boundary.

Information Related to City's Southern Downtown Boundary Analysis

As noted above, the split parcel area is considerably smaller than the area depicted in the City's analysis (Attachment 2 in City Attachment 3). The split parcel only contains the current two terraces surface parking lots and does not include the Hillside Apartment buildings or an existing house as identified in City Attachment 3.3e.

We note that the City's analysis also suggests review factors relevant to consideration of a potential boundary change and provides a table describing the Pros (change boundary) and Cons (leave boundary) of these evaluation factors (City Attachment 3.3e). The following responds to the City's table and adds information supporting the change, including how the Par 5 change is even less of an impact on the neighborhood than the Radford change which staff recommends for approval:

1. A change is needed for a property to reasonably develop consistent with land use patterns envisioned in the Comprehensive Plan.

Comment: Development of a single development project on the combined subject parcel is consistent with the land use patterns envisioned in the Comprehensive Plan. Redevelopment is likely impossible given the complexity of having three zoning designations on this one lot. There are different use standards, density requirements, and dimensional limitations (e.g., setbacks, height, and landscaping requirements) for the three zoning districts (DNTN-MU, O, and R-30). Extending the boundary would encourage redevelopment and be consistent with the Main Street streetscape (replace the one-story retail building with a mixed-use building).

2. A change would not have undesirable impacts on the quality or consistency of urban design.

Comment: Development of the combined site would include construction of a building(s) type similar to Alamo Manhattan to the west, including construction of a common underground parking structure built into the southern hillside. The previously altered steep slope would be supported by the building, which would replace the retaining wall adjacent to the existing surface parking. The above ground uses abutting the adjacent R-30 zoned parcels would be residential, with facades and roof elements designed to be compatible with the residential neighbors. Street trees and foundation landscaping on 107th Avenue SE would be compatible with other existing development. The development would also provide for street frontage improvements (i.e., add sidewalks), resulting in a positive pedestrian amenity to the surrounding built environment. The extension of a Downtown façade and street treatment on 107th Avenue would be limited to approximately 100 feet (20 most southerly feet would be landscaping perimeter buffer), which is less than the Radford extension which fronts 105th Avenue SE, and would only be viewed by those accessing this dead-end street.

3. A boundary change would result in a more logical and rational boundary.

Comment: The City Center South Downtown District currently has an irregular edge location and the change for this parcel is negligible in the context of the entire boundary. The combined two parcels would be developed at intensity similar to the redeveloped parcels to the east and west that are also located in the downtown and would provide a more logical outer edge to the Downtown than the current irregular edge location. See Exhibit F which includes the existing and proposed boundary. Exclusion of this area and retention of the three zoning districts (DNTN-MU, O and R-30) results in an irrational boundary. Inclusion will facilitate redevelopment of the combined site and solidify delineation of this portion of the downtown boundary. Inclusion of the parcel in the Downtown would place the boundary north of the boundary change supported by staff for the Radford parcel.

4. A boundary change has the support of affected property owners.

Comment: We acknowledge that the City's analysis indicates that the boundary change has the support of the owner.

Alamo values its relationship with the City and continues to be interested in investing in high quality development in the City. Alamo has a strong working relationship with City staff on its project, and it looks forward to working with the members of the Planning Commission, City Council and community as this request is considered. We are optimistic that a solution to this dilemma that achieves the City's vision and Alamo's development objectives can be achieved.

If you have any questions regarding the information presented above, I will be in attendance at the upcoming Planning Commission meeting. We are available to work with City staff to provide responses and work to a favorable resolution of this issue.

Very truly yours,

VAN NESS FELDMAN LLP

A handwritten signature in black ink, appearing to read "Brent Carson", with a long horizontal line extending to the right.

Brent Carson

/brc

Enclosures:

- Exhibit A Development Surrounding Parcel #8682800005
- Exhibit B Zoning Map for Parcel 8682800005
- Exhibit C City of Bellevue Ordinance No. 5121
- Exhibit D City of Bellevue Ordinance No. 5150
- Exhibit E Zoning Ordinance Exhibit, Lot 2, Trinwith Addition
- Exhibit F Graphic *Existing Downtown Boundary and Proposed Minor Adjustment in Downtown Boundary*



Alamo Manhattan Main Street
Parcel #5223300005
Under Construction



Soma Apartments (Built 2011)
Parcel #8682800075



Aria @ Main Condominiums (Built 1959)
Parcel #0267700000



GlenCourt Apartments (Built 1955)
Parcel #8682800065



Hillside Apartments (Built 1954)
Parcel #8682800015



Townhouse Development
Parcel #8682800050
Under Construction

Exhibit A Development Surrounding Parcel #8682800005

ZONING MAP FOR PARCEL 8682800005



- Nearby Search Area (.25mi)
- Search Result Location
- City Limit

Disclaimer: The eCityGov Alliance or its member agencies do not guarantee that the information on this map is accurate or complete. This map is provided for information purposes only.

Printed on 1/8/2015

CITY OF BELLEVUE, WASHINGTON
ORDINANCE NO. 5121

AN ORDINANCE relating to the Comprehensive Plan of the City of Bellevue, as required and adopted pursuant to the Growth Management Act of 1990, as amended, (chapter 36.70A RCW); adopting a Phase II 1998 amendment to the Comprehensive Plan; amending the Southwest Bellevue Land Use Plan map designation for the Main Street property located at 120 - 106th Avenue SE from Office (O) to Multifamily-High (MF-H); and establishing an effective date. (Main Street CPA-98-6316)

WHEREAS, the owner of the Main Street property located at 120 - 106th Avenue SE initiated a Comprehensive Plan Amendment (Main Street CPA-98-6316) to modify the Southwest Bellevue Land Use Plan map designation for such property from Office (O) to Multifamily-High (MF-H); and

WHEREAS, the Planning Commission held a public hearing on October 21, 1998 with regard to such proposed amendment; and

WHEREAS, the Planning Commission recommends that the City Council approve such amendment to the Southwest Bellevue Land Use Plan map; and

WHEREAS, the City Council desires to adopt this amendment as part of the City's 1998 amendments to the Comprehensive Plan; and

WHEREAS, the City Council has considered this amendment concurrently with the other 1998 amendments; and

WHEREAS, the City of Bellevue has complied with the requirements of the State Environmental Policy Act and the City Environmental Procedures Code; now, therefore,

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

Section 1. The Southwest Bellevue Subarea Plan and the Southwest Bellevue Land Use Plan map (Figure S-SW.1) are amended to modify the land use plan designation for the Main Street property located at 120 - 106th Avenue SE from Office (O) to Multifamily-High (MF-H) as shown in Attachment A.

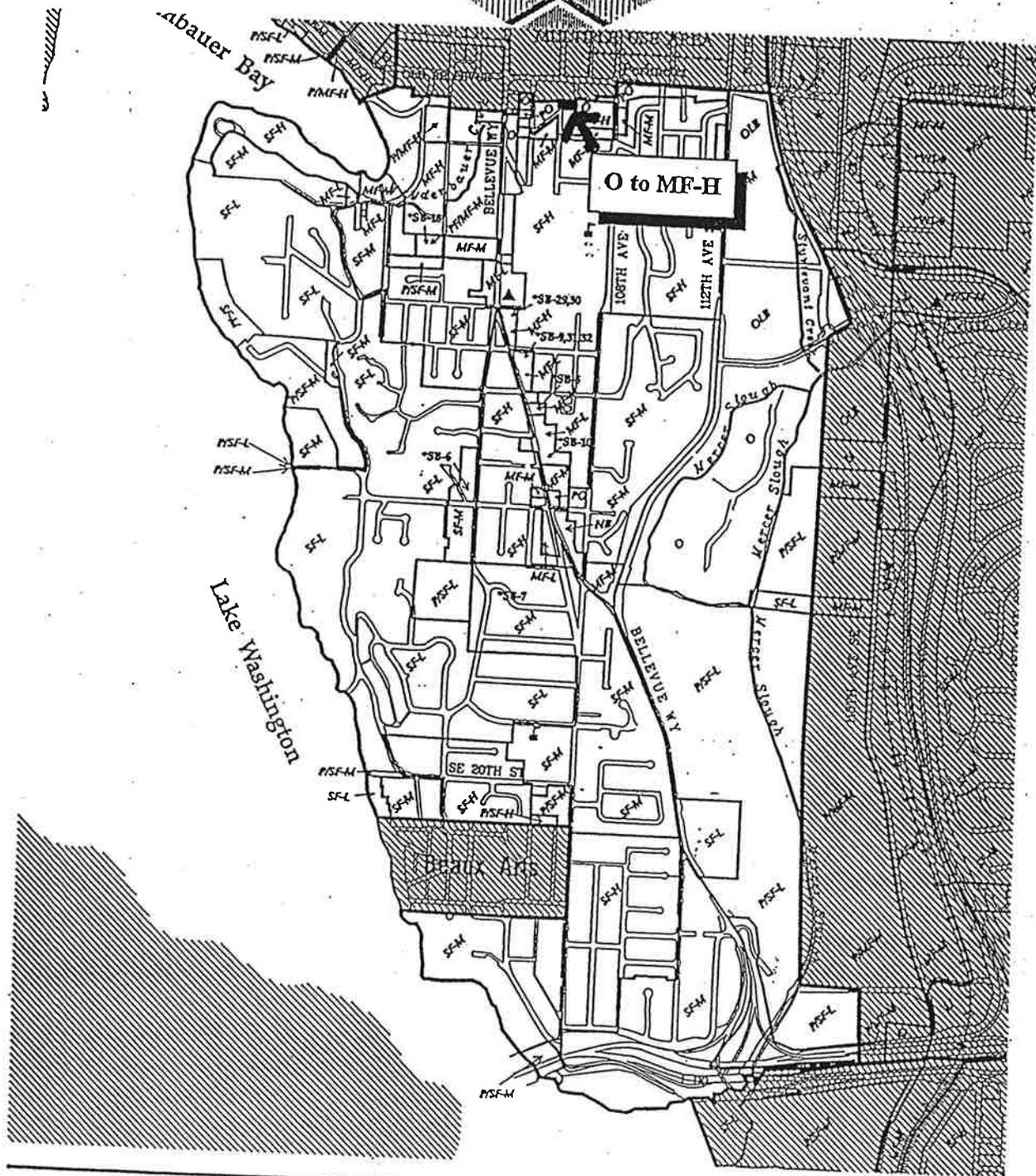
Section 2. This ordinance shall take effect and be in force five days after its passage and legal publication. This ordinance and the Comprehensive Plan shall be available for public inspection in the office of the City Clerk.

PASSED by the City Council this 14th day of December, 1998, and signed in authentication of its passage this 14th day of December, 1998.
(SEAL)

Mike Creighton, Mayor

Approved as to form:
Richard L. Andrews, City Attorney
Richard L. Kirkby, Assistant City Attorney

Attest:
Myrna L. Basich, City Clerk
Published December 18, 1998



MAIN STREET CPA

FIGURE S-SW.1

Southwest Bellevue Land Use Plan

- | | | | | | | | |
|-----|-------------------|-----|--------------------------|-----|-------------------|---|-----------------|
| SF | Single Family | PO | Professional Office | PF/ | Public Facility | ▣ | School |
| MF | Multi-Family | O | Office | PI | Park | ▲ | Fire Station |
| -L | Low Density | OLB | Office, Limited Business | — | Subarea Boundary | ★ | Public Facility |
| -M | Medium Density | NB | Neighborhood Business | ▨ | Planning District | — | Railroad Track |
| -H | High Density | CB | Community Business | — | City Limit | — | Power Lines |
| -UR | Urban Residential | GC | General Commercial | | | | |
| | | LI | Light Industrial | | | | |

This map is a graphic representation. It is not to be relied on for survey accuracy; it is not intended to specify acreage, dimensions or exact locations of development. Any reproduction or sale of this map, or any portion thereof, is prohibited without the express written authority of the City of Bellevue. This material is owned and copyrighted by the City of Bellevue.

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 5150

AN ORDINANCE reclassifying approximately 0.37 acres located at 120 - 106th Ave. SE from Office (O) to R-30, on application of Kenneth Kester for 10697 Associates, LLC.

WHEREAS, Kenneth Kester, on behalf of 10697 Associates, LLC, filed an application to reclassify approximately 0.37 acres located in Bellevue at 120 – 106th Ave. SE from Office (O) to R-30; and

WHEREAS, on April 29, 1999, a public hearing was held on the reclassification application before the Hearing Examiner for the City of Bellevue pursuant to notice as required by law; and

WHEREAS, on May 13, 1999, the Hearing Examiner recommended approval of the rezone application and made and entered findings of fact and conclusions based thereon in support of that recommendation, and no timely appeal thereof has been filed; and

WHEREAS, the City Council concurs in the findings of fact and conclusions of the hearing Examiner and has determined that the public use and interest will be served by approving the reclassification of said property from O to R-30; and

WHEREAS, the City has complied with the requirements of the State Environmental policy Act and the City Environmental Procedures Code; now, therefore,

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

Section 1. The City Council adopts the findings of fact and conclusions based thereon, made and entered by the Hearing Examiner in support of the recommendation to the City Council with regard to the hereinafter described property located at 120 – 106th Ave. SE as set forth in "Findings, Conclusions and Recommendation of the Hearing Examiner for the City of Bellevue In the Matter of the Application of Kenneth Kester for 10697 Associates, LLC, for a Rezone of 120 – 106th Ave. SE from Office to R-30," File No. REZ 98-9169.

Section 2. The following described property is reclassified from O to R-30:

That portion of the Southwest quarter of Section 32, Township 25 North, Range 5 East, W.M., in King County, Washington, described as follows:

Beginning at the Southeast corner of Lot 2, Trinwith Addition, as recorded in Volume 44 of Plats, Page 96; thence Westerly along the South line thereof to the Southwest corner of said Lot 2; thence continuing Westerly along the Westerly extension of said South line 15.00 feet to the centerline of 106th Avenue S.E.; thence northerly along said centerline to the South line of the North 241.20 feet of said Southwest quarter; thence Easterly along said South line 195.01 feet to

the centerline of 107th Avenue S.E.; thence Southerly along said centerline to the Easterly extension of the South line of said Lot 2; thence Westerly along said Easterly extension to the Point of Beginning.

Section 3. This Ordinance shall take effect and be in force five days after its passage and legal publication.

Passed by the City Council this 21st day of June, 1999, and signed in authentication of its passage this 21st day of June, 1999.

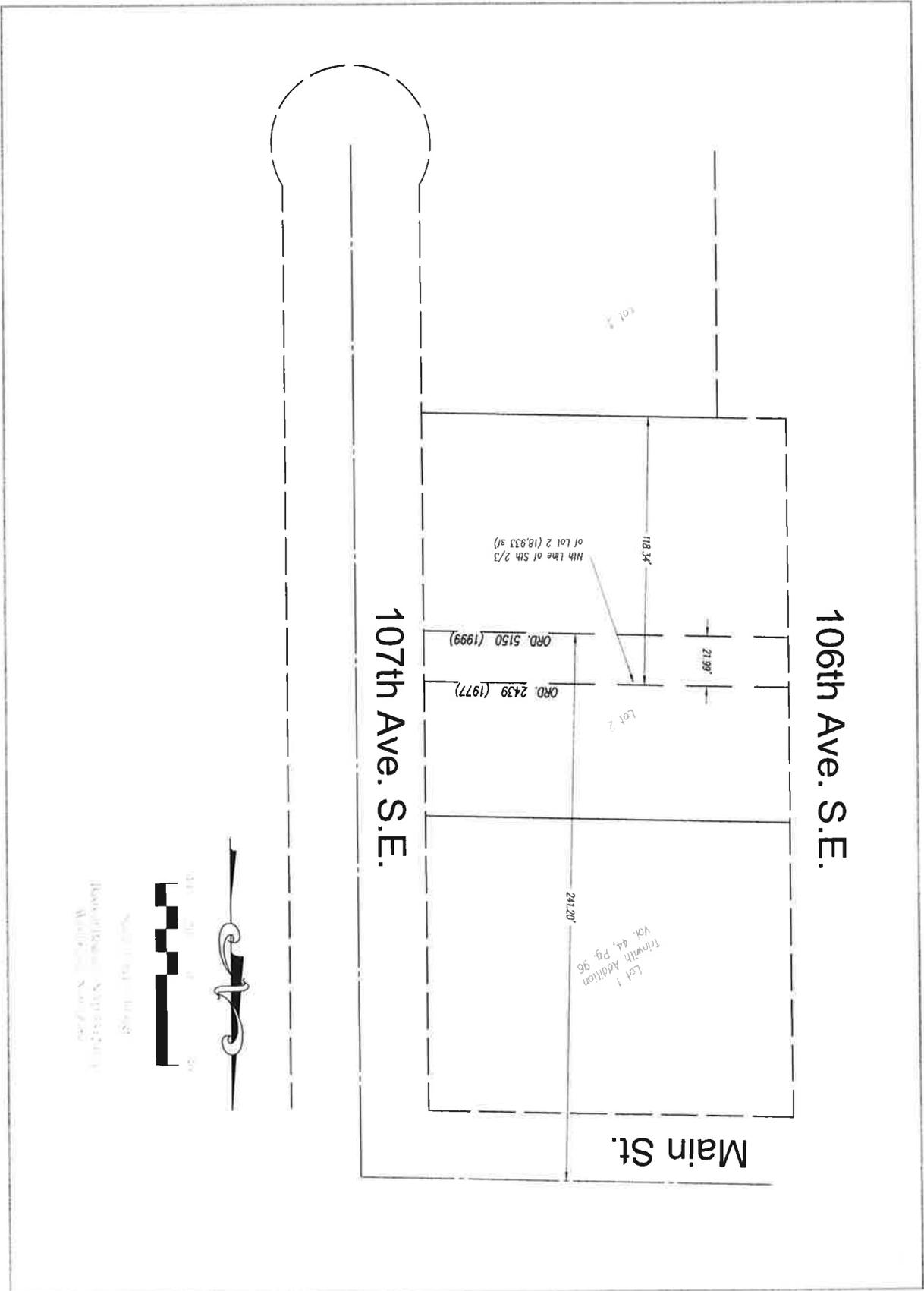
(SEAL)

Mike Creighton, Mayor

Approved as to form:
Richard L. Andrews, City Attorney

Richard Gidley, Deputy City Attorney
Attest:

Myrna L. Basich, City Clerk
Published June 25, 1999



Zoning Ordinance Exhibit
 Lot 2, Trinwith Addition
 SW 32, T.25 N., R.5 E., W.M.
 King County, Washington



City of Bellevue
 Civic Services Department

1/05/2015
 1.7
 BKH
 0' 0" 0' 0"
 ACAD File: JobInfo.DWG

March 4, 2015

planningcommission@bellevuewa.gov

Bellevue Planning Commission
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

Re: 2014 Comprehensive Plan Update - Par 5 Property
Proposed Amendments for Downtown Boundary & Parcel 8682800005

Members of the Planning Commission:

I am writing on behalf of Alamo Manhattan Properties LLC (Alamo), the contract purchaser of the Par 5 property. I have reviewed the February 11, 2015 Planning Staff Report for the Comprehensive Plan Update and strongly support staff's recommendation to amend the boundary between the Downtown Bellevue and Southwest Bellevue subarea plans on the Par 5 property and the two other parcels included in the recommendation. Adjusting this boundary is a necessary and critical change in order for Alamo to acquire and develop the Par 5 property.

As noted in my January 12, 2015 letter to the Planning Commission, the current location of the neighborhood boundary and the multiple land use and zoning designations on the Par 5 property render this property undevelopable. If the neighborhood plan boundaries on this property are changed as recommended by staff, and if the City Council expeditiously adopts necessary and consistent revisions to the land use map and zoning, Alamo will be able to proceed with its proposed development of a high quality mixed-use project similar to Alamo's adjacent Main Street development that is nearing completion.

In addition to recommending approval of the recommended subarea boundary amendment, as shown on the proposed Downtown Subarea map changes in Volume 2 Comprehensive Plan Amendments, we ask the Planning Commission to work with staff and the City Council to quickly adopt additional necessary changes to the Comprehensive Plan and Land Use Code to ensure consistency with the recommended subarea boundary change and to avoid any future confusion.

First, we request that the Planning Commission, in addition to the boundary change shown in Volume 2, include in its recommendation consistent changes to the boundaries of other applicable maps including the New Neighborhood Area (Subarea) Boundaries map, Land Use Element, pg 2; Mixed Use Centers map, Land Use Element, pg 4; Figure N-2. New Neighborhood Area (Subarea) Boundaries; Figure LU-5. Generalized Comprehensive Plan Land

Use Designations; Figure LU-6. New Neighborhood Area (Subarea) Boundaries); Figure LU-8. Mixed Use Centers.

Second, we ask that the land use designation map in Volume 1 be modified consistent with the recommended neighborhood boundary change. We understand from staff that, although the land use map amendments in the Planning Staff Report (pg 11) do not reference map amendment for the subarea plan boundary, adjustments to the land use map will be prepared if the Planning Commission recommends approval of the neighborhood boundary change. Specifically, we request that the land use map amendment be shown on a revised Figure LU-5 Generalized Comprehensive Plan Land Use Designations map (i.e., Mixed-Use for area in Downtown and Multi-family for area in new West Bellevue neighborhood area) and included in the Planning Commission recommendation.

Finally, we request that the City expedite an amendment to the implementing zoning map and amend the definition of Downtown in BCC 20.50.16 consistent with the neighborhood boundary change. These revisions will ensure that Alamo can proceed with submittal of its development applications for the Par 5 property.

Thank you for your efforts on the Comprehensive Plan amendments and for considering these comments.

Very truly yours,

VAN NESS FELDMAN LLP



Brent Carson

cc: Wade Johns
Councilman John Stokes
Paul Inghram
Nicholas Matz

BELLEVUE PLANING COMMISSION MEETING -- COMPREHENSIVE PLAN -- JANUARY 28TH

WARREN HALVERSON – 13701 NE 32ND PL, BELLEVUE, WA (BRIDLE TRAILS NEIGHBORHOOD)

AT YOUR NOVEMBER 12TH PLANNING COMMISSION MEETING, I SHARED SOME CONCERNS ABOUT SPECIFIC UTILITY POLICIES (UTs). SOME COMMISSIONERS QUESTIONED THESE UTs, INCLUDING COMMISSIONERS TEBELIUS (LEGISLATIVE INVOLVEMENT); WALTERS (HEALTH & EMF); DEVADOSS (UNDERGROUNDING).

OTHER CITIZENS ALSO EXPRESSED A CONCERN THAT THERE HAS BEEN CONTINUAL POSTPONEMENT AND INADQUATE TIME PROVIDED FOR THE NON-REGULATED UTILITIES ELEMENTS OF THE COMPREHENSIE PLAN. YOU SUGGESTED THAT THESE IDEAS BE SUBMITTED IN A FORMAT CURRENTLY BEING USED, LISTING THE UT AND DISCUSSION ITEMS. I WOULD LIKE TO DO THAT TODAY BY FIRST SUBMITTING A FRAMEWORK FOR YOUR CONSIDERATION AND THEN AT A FUTURE MEETING SPECIFIC RECOMMENDATIONS CONCERNING UTILITIES ELEMENTS.

I FULLY APPRECIATE THE SIGNIFICANT AMOUNT OF TIME AND WORK DONE BY THE STAFF, THE COMMISSION AND THE COUNCIL – THE WEALTH OF KNOWLEDGE AND EXPERIENCE YOU BRING TO THE TABLE – FAR BEYOND MY CAPACITY AS A CITIZEN, NEIGHBOR AND BUSINESS PERSON. MY EXPERIENCE AND BACKGROUND IS IN THE BUSINESS COMMUNITY – DIRECTOR POSITIONS AT A MAJOR UTILITY; VP FOR A SOFTWARE COMPANY; BA&MBA AND LIKE YOURSELVES DEEPLY INVOLVED IN THE COMMUNITY. ALL OF OUR EXPERIENCES AND ENDEAVORS THOUGH TESTIFY TO THE IMPORTANCE OF THE COMPREHENSIVE PLAN.

IN MESSR’S CARLSON AND DEVADOSS’S REVIEWS OF THE VISION STATEMENT, THEY PROVIDED A COUPLE OF REALLY WORTHY GUIDING PRINCIPLES “ BE ABOUT BELLEVUE; BE ASPIRATIONAL; KEEP IT SIMPLE “. KEEPING THIS IN MIND I WOULD LIKE TO ADD A MARKET BASED THOUGHT PROCESS TO THE UTILITIES ELEMENT, THINKING IN TERMS OF STAKEHOLDERS: RESIDENCES, BUSINESSES, NEIGHBORHOODS, PUGET SOUND ENERGY, AND THE CITY.

REGARDING RESIDENCE AND BUSINESS STAKEHOLDERS: TO BEGIN WITH THE ENTIRE ELECTRICAL ENERGY INDUSTRY IS GOING THROUGH A TRANSFORMATIVE TIME, MUCH LIKE THE TELECOMMUNICATIONS AND BANKING INDUSTRIES HAVE DONE. THIS MARKET *MEGA TREND* IS BEING DRIVEN BY BOTH RESIDENCES AND BUSINESSES – LARGELY AS THE RESULT OF GOVERNMENT REGULATIONS, DESIRE FOR EFFICIENCY, COST REDUCTION, AND A PROLIFERATION OF NEW TECHNOLOGIES. THESE NEW TECHNOLOGIES ARE POSITIVELY IMPACTING RESIDENCES E.G. LED, SOLAR, SMART APPLIANCES, DEMAND RESPONSE, AND ENERGY MANAGEMENT SYSTEMS. BUSINESSES ARE IMPROVING EFFICIENCY AND OPERATIONS WITH MUCH OF THE ABOVE, PLUS SMART GRIDS AND OFFICE CONTROLS. AND, UTILITIES ARE RAPIDLY ADOPTING SMART GRID TECHNOLOGY, DISTRIBUTED GENERATION, AND BATTERY TECHNOLOGY.

ALL IN ALL, THE RESULT IS TRULY *TRANSFORMATIVE AND A TOUGH CONUNDRUM* FOR ELECTRICAL ENERGY PROVIDERS. *IT IS TRANSFORMATIVE* NOT ONLY BECAUSE CURRENT BEST PRACTICE IS CHANGING BUT BECAUSE ELECTRICAL DEMAND IS FLAT OR DECLINING -- ON AN ANNUAL BASIS, AT BEST, GROWTH MAYBE 1% (THIS IS GOOD NEWS!). FOR UTILITIES, THIS ALSO MEANS THAT REGARDLESS OF POPULATION GROWTH OR OTHER ECONOMIC INDICATORS THERE IS NO LONGER A DIRECT CORRELATION BETWEEN THAT GROWTH AND ELECTRICAL USAGE. IN OTHER WORDS, A DECREASE IN ELECTRICAL USE BY THE HUGE BASE OF CUSTOMERS FAR OUT WEIGHS AN INCREASE IN NEW SUBSCRIBER USE. *IT IS A CONUNDRUM* BECAUSE UTILITIES ARE EXPECTED TO PROMOTE CONSERVATION AND NEW TECHNOLOGY BUT AS YOU CAN SEE THESE DIRECTLY COMPETE FOR THEIR BUSINESS, IN WHAT THE INDUSTRY COMMONLY REFERS TO AS THE “DEATH SPIRAL” (WHILE I DO NOT PRETEND TO BE AN EXPERT IN UTILITY RATE MAKING, APPRECIATE THAT UTILITIES COMMISSIONS STILL PROVIDE INCENTIVES TO PROMOTE CONSERVATION – COMMONLY CALLED DECOUPLING – WHILE AT THE SAME TIME GUARANTEEING THE UTILITY 9-10% RATE OF RETURN. THE REAL TAKEAWAY AND ESSENTIAL POINT – THOUGH -- IS RESIDENCE AND BUSINESS MARKETS ARE TRANSFORMING ELECTRICAL USE – *A MEGA TREND* THAT IS CERTAIN TO BE MAGNIFIED IN THE FUTURE.

REFERENCES AND FOOTNOTES ARE AVAILABLE.

MOVING ON TO THE NEIGHBORHOOD STAKEHOLDER: BOTH THE “NEIGHBORHOOD CONCEPT PLAN” PRESENTED BY MR. HUNTELMAN AND THE RESEARCH DONE BY PSE CERTAINLY HAVE CLEAR AND SIGNIFICANT VALUE. AS COUNCIL MEMBER STOKES SAID: “HERE IS A FRAMEWORK TO WHICH WE CAN LAY OUT ACTION ITEMS”. IN ADDITION, THESE STUDIES CLEARLY LAY OUT SOME BASIC NEEDS LIKE ADEQUATE AND RELIABLE POWER; SAFETY; ENVIRONMENT; UNDERGROUNDING; PRICE AND VALUE. IN CONSIDERATION OF THIS STUDY, IT MIGHT BE ADVANTAGEOUS TO TRANSLATE THESE NEEDS *INTO THE OVERALL UTILITY ELEMENTS OF THE PLAN*, RATHER THAN MAKING IT A STAND ALONE, THUS BEING MORE PRO SCRIPTIVE THAN DESCRIPTIVE.

FINALLY, THE CITY AND PSE: THE WORKING RELATIONSHIP BETWEEN THE CITY AND PSE IS REALLY AN IMPORTANT ONE. BOTH NEED TO FUNCTION WELL. IT SEEMS TO BE GOING QUITE WELL. BUT, APPRECIATING THE TRANSFORMATIVE ROLE OF PSE IN THE INDUSTRY, THE FUTURISTIC MARKETPLACE REQUIRES THE DEVELOPMENT OF AN EVEN STRONGER PARTNERSHIP. MANY CITIZENS SEE THE CITY’S ROLE AS ONE OF AN “OMBUDSMAN”. ADD IN THE FACT THAT PSE IS OWNED BY THE MACQUIRE COMPANY ADDS EVEN MORE COMPLEXITY TO THIS RELATIONSHIP AND THE ROLE OF THE CITY IN THIS PARTNERSHIP. CITIZENS OFTEN HEAR THE WORD “MITIGATION” USED FOR CONFLICT RESOLUTION AND THAT MAY JUST BE WHY THE WORDS SO OFTEN USED IN THE UT ELEMENTS ARE ‘SOFT’ SO TO SPEAK. HOWEVER, WITH THE TURMOIL IN THE MARKEPLACE, REGULATORY CHANGE AND RESIDENCE AND BUSINESS NEEDS – MORE THAN EVER – THERE IS MORE AND MORE A REQUIREMENT FOR A SUPERVISORY, OVERSEER, WATCH DOG ROLE IN THIS RELATIONSHIP. FORTUNATELY MOST OF THIS CAN BE DONE WITHIN TODAY’S FRAMEWORK AND UNDER TODAY’S CURRENT FRANCHISE AGREEMENT, CONTAINING STANDARDS OF PERFORMANCE, REWARDS AND PENALTIES.

I WANT YOU TO KNOW HOW MUCH WE APPRECIATE ALL THE WORK YOU – THE STAFF, COMMISSIONERS AND THE COUNCIL -- HAVE DONE AND CONSIDERATION OF VARIOUS VIEWPOINTS. WITHIN THE NEAR FUTURE AND WITHIN THE PUBLIC COMMENT PERIOD, WE LOOK FORWARD TO PROVIDING YOU WITH SPECIFIC UT CHANGES AND DISCUSSION ITEMS.

BELLEVUE COMPREHENSIVE PLAN
Public Review Draft Version 1 -- February 11, 2015

UTILITY POLICIES - NON- CITY MANAGED
Electrical and Pipeline

UT - 46 “Facilitate the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources (ADD ... *by promoting and providing end users incentives to purchase alternative technologies and requiring utilities to implement these technologies in any additional transmission facilities*).” a

Discussion: Before seeking city approval for facilities, electrical utilities should be required to provide for public comment cost tradeoffs of alternative technologies and energy sources, including gas fired peaker plants; grid batteries; wind; solar; cogeneration; demand – response initiatives etc. Standard life cycle cost analysis should be the test of cost effectiveness, not any other methodology.

By using alternative technologies and energy sources, Bellevue, the rate payer and PSE will all benefit. Bellevue demonstrates true support for technological change with scalable products and gains greater grid reliability and resiliency. Rate payers garner major benefits at least cost – certainly over expensive grid expansion. PSE provides flexible cost effective applications – a 21st century strategic approach to ensure franchise requirements. Bellevue’s Comp plan must make provision for incorporating technology alternatives that reflect the regions values as well as it needs

UT-47 – (ADD ... *Reduce energy consumption in city owned facilities* ... (DELETE Facilitate) and encourage conservation of resources. b

Discussion by staff: Items the city should consider in implementing this policy include conserving the use of electric energy in its own facilities, and adopting practical and cost-effective energy building codes.

Discussion: The city might consider some stronger language like “Reduce energy consumption in city owned facilities”. Also, the city could/should promote 21st century technologies, like requiring solar panels on Sound Systems planned garage. A thorough review of building codes is an excellent idea, just to keep step with technology.

UT – 48 “Encourage cooperation with other jurisdictions in the planning and implementation of multi-jurisdictional utility facility additions and improvements. Decisions made regarding utility facilities shall be made in a manner consistent with (ADD... *the needs and priorities of neighboring jurisdictions*).” (DELETE ... *and complementary to regional demand and resources, and shall reinforce an interconnected regional distribution network.*)”

c

Discussion: Encouraging cooperation is always desirable. It does seem inconsistent though to have decisions made “consistent”; “complementary to”; which “shall reinforce” another set of companies and agencies needs, who more than likely have needs and motives differing from Bellevue. Bellevue’s policies should look out for Bellevue. Bellevue should have the authority under their franchise agreement to make decisions based upon the cities stakeholders. Furthermore, the existing wording inadvertently promotes the construction of long distance transmission lines. Lines built to serve distant locations rather than nearby jurisdictions, like Bellevue neighborhoods.

UT – 51 “Prior to seeking city approval for facilities, (DELETE... *encourage*) utilities service providers (ADD... *shall*) solicit community input on the siting of proposed facilities which may have a significant adverse impact on the surrounding community.”

d

Discussion: The intent here is really good. Citizens are really busy. The current procedures of putting up a sign and sending out news release is simply not adequate notification in order to protect the community from unsightly encroachment or to give the utility adequate feedback in order for the utility to make necessary modifications in their plans. It is preferable that a third party survey be administered and involvement by local community groups be required.

UT -53 “Require all utility equipment support facilities (ADD... *and lines*) to be aesthetically compatible with the area, neighborhoods and sub-area plans in which they are placed (DELETE... *by using landscape screening and/or architecturally compatible details and integration*)”>

e

BELLEVUE COMPREHENSIVE PLAN – P3

Discussion: The City of Bellevue conducted a “Neighborhood Leadership Gathering”, October 7, 2014 focused upon neighborhood character. By far the greatest threat listed was “Energize Eastside”. Poles and pole lines were often mentioned as a threat with undergrounding the predominate solution. In the absence of that, a right sizing of these poles was strongly recommended. A major community and neighborhood concern then is right sizing projects, so not to overburden rights of ways and easements. And, one of the most significant aspects of this is the incompatibility of the utilities industrial look and neighborhood characteristics.

Most recently, 100’ poles were erected along NE 24th and 152nd and then along 148th. (148th is a major arterial entrance to the city of Bellevue and to several neighborhoods.) Size of power poles is a major blight on individual properties, neighborhoods and the Eastside impacting views, property values and even the skyline. These structures are six feet at the base and bolted to a cement foundation buried several feet underground. They are far taller than the tree canopy. They are far wider than the base of Bellevue’s trees; and, of course, they are metallic.

There needs to be additions/changes to the Land Use code to limit these structures to 40’ as in the case with most neighborhood structural limitations or at the maximum 70’ as currently in Bellevue’s BRMO.

UT – 68 “Encourage the public to conserve electrical energy through public education” **f**
(ADD... *Enact regulations and modify building codes to require energy efficiency and conservation investments when such investments are cost effective over the expected life of the building or other improvement*).”

Discussion: The Bellevue Comprehensive Plan and organizations like the Puget Sound Regional Council’s Vision 2040 indicate considerable economic growth for Bellevue. However, due to conservation, regulatory involvement and technological change, there is no longer a direct correlation between these factors and electrical usage. In spite of continued economic growth, electrical usage has been flat and projected to decline in the future – less than 1% year over year. This is good! It promotes a cleaner planet and reduces pollution; it supports the citizens values, particularly “Millennials”; and, it is more cost effective in the long run.

BELLEVUE COMPREHENSIVE PLAN – P4

The city might consider stronger language than “Encourage”, like “Reduce”. PRSCs Vision document recommends the following policy: MPP-PS-13: “Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.”

UT – 69 NEW “Encourage city and utility involvement with regional or statewide agencies when and if they are developing policies regarding exposure to electric and magnetic fields (EMF) or other utility issues. g

Discussion: DELETE...*Eliminate UT 69 and build requirement into UT 70.*

UT -70 (ADD ... “*Monitor health impacts and exposure to electric and magnetic fields (EMF) for non-regulated utilities, to and including*”) a review of new accepted scientific research of potential health impacts associated with electrical, (ADD... *pipeline*) and telecommunications facilities and make changes to policies if the situation warrants.” h

Discussion: On behalf of Bellevue’s citizens, the city needs to take a more proactive overseer role from a health and safety standpoint to protect its citizenry.

UT – 71 “Require in the planning, siting, and construction of all electrical facilities, systems, lines and substations that the electrical utility strike a reasonable balance between potential negative health, (ADD ... *safety and other adverse effects*) and the cost and impacts of mitigating those effects by taking reasonable (DELETE... *cost-effective*) steps. i

Discussion: There seems to be a significant disparity between the Environment and Neighborhood visions and actually what takes place in mitigation. Within “Bellevue’s Comprehensive Plan”, Environmental section, it is specially noted that the “Tree Canopy Coverage” has dramatically declined -- 20% since 1986 (p12) and Greenhouse Gas Emissions (p.13) are high but leveling off. The tree canopy objective is 40% versus today’s 36%. However, once again, in PSEs application for a conditional use permit for a 115kv line connecting the Lake Hills and Phantom Lake Substations, the following is noted on page 21

item 34: “Project Changes Made in City Review Process the city agreed: PSE will be required to pay the City \$856,740 as compensation for the loss of 295 trees along the transmission line

BELLEVUE COMPREHENSIVE PLAN – P5

route”. With negotiations like this, how will the city ever improve the tree canopy? Within these mitigation proceedings, there does not appear to be a serious study of alternatives, like undergrounding; other routes or new technologies ... even at that, 295 mature trees gone.

Discussion: Requiring mitigation to be cost effective is an oxy-moron. Mitigation is not cost effective for utilities, it does not increase revenue and increases costs by definition. The point of mitigation is to decrease harmful effects on the public to a reasonable extent.

UT – 72 “Work with Puget Sound Energy to implement the electrical service system serving Bellevue in such a manner that new and expanded transmission and substation facilities are compatible and consistent with the land use pattern established in the Comprehensive Plan”.

j

Discussion by staff: Where (ADD... **technically**) feasible, electrical facilities should be sited within the area requiring additional service. Electrical facilities primarily serving commercial and mixed use areas should be located in commercial and mixed use areas, and not in areas that are primarily residential. Further, the siting and design of these facilities should incorporate measures to mitigate the visual (ADD...**and other negative**) impact on nearby residential areas. These considerations must be balanced with the community’s need to have an adequate and reliable power supply.

UT -73 “Require siting analysis through the development review process for new facilities, and expanded facilities at sensitive sites, including a consideration of alternative sites.

k

Discussion by staff: Sensitive facility sites are those new facilities and existing facilities proposed to be expanded where located in or in close proximity to residentially-zoned districts such that there is potential for visual (ADD... **and other negative**) impacts absent appropriate (ADD... **design considerations**), siting and mitigation. The city will update Figure UT-7 to the extent needed to stay current with changes in Puget Sound Energy’s system planning.

BELLEVUE COMPREHENSIVE PLAN - P6

UT – 74 Avoid, minimize and mitigate the impacts of new or expanded electrical facilities through the use of land use regulations and performance standards that address siting considerations, architectural design, site screening, landscaping, maintenance, available technologies and other appropriate measures.

I

UT – 75 “Work with and encourage Puget Sound Energy to plan, site, build and maintain a (ADD... **modern) electrical system (ADD... **using the latest, proven technologies**) that meets the needs of existing and future development and provides highly reliable service for Bellevue customers.**

m

Discussion by staff: Providing highly reliable service is a critical expectation for the service provider, given the importance of reliable and uninterrupted electrical service for public safety and health, as well as convenience. Highly reliable service means there are few and infrequent outages, and when an unavoidable outage occurs it is of short duration and customers are frequently updated as to when power is likely to be restored. A highly reliable system will be designed operated and maintained to keep pace with the expectations and needs of residents and businesses as well as evolving technologies and operating standards as they advance over time.

Discussion: Many newer technologies such as distributed generation, battery storage; smart grid and micro-grids increase reliability of electric service when correctly implemented.

UT – X24 (ADD... **as a new UT) - “(DELETE... **Provide oversight**) (ADD... **Oversee and Monitor**) of Seattle City Light and Olympic Pipeline (ADD... **administration of their**) infrastructure located in Bellevue by implementing applicable electrical facility regulatory and franchise agreement authority”**

n

Discussion: Recently, there has been considerable publicity about PSEs “Energize Eastside” project. Also, there has been publicity and fines about leaks in Olympic Pipeline – an infrastructure that is decades old. This infrastructure is located on a narrow easement through Bellevue. This infrastructure is located over an area with serious Earth Quake fault lines. Serious questions should be raised about proposing or allowing further

BELLEVUE COMPREHENSIVE PLAN – P7

industrialization, construction herein, erection of a 230kv transmission line and maintenance on these easements and rights of way. Something that makes no sense at all from a safety and security point of view; any natural disaster or act of terrorism would produce catastrophic results on the city's infrastructure.

It should also be noted that Olympic Pipeline is federally regulated by the Pipeline Safety Act. The City of Bellevue does require annual reports. To provide for the health and safety of Bellevues' citizens, the city should be more involved requiring definitive metrics to their service agreements; reported to and adhered to on a quarterly basis and audited. This is above and beyond today's annual reporting. Furthermore, hydrostatic tests should be performed on the pipeline line and results reported to the city of Bellevue, as a compliance factor to the easement and any franchise arrangement.

THANK YOU FOR YOUR CONSIDERATION!

February 19, 2015

Norm Hanson, Warren Halvorson, Steve O'Donnell: Meeting with City staff

Comment:

Change UT-X21 to: "Support efforts to underground existing electrical distribution and transmission lines."



HOUSING
DEVELOPMENT
consortium

January 28, 2015

Bellevue Planning Commission
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

Dear Commission Members,

On behalf of the Housing Development Consortium of King County (HDC), thank you for this opportunity to comment on your Comprehensive Plan Housing Element update. This is HDC's fourth written comment on the Housing Element update.

HDC is a nonprofit membership organization which represents more than 100 private businesses, nonprofit organizations, and public partners who work to develop affordable housing and provide housing-related services in King County—with many of our members serving the residents of Bellevue and other Eastside cities. HDC's members are dedicated to the vision that all people should be able to live in a safe, healthy, and affordable home in a community of opportunity.

Bellevue has taken some great steps forward toward meeting affordable housing needs through its use of development incentives and its regular contributions to the ARCH Housing Trust Fund. Unfortunately, much more work remains to meet the needs of Bellevue's residents, Bellevue's affordable housing targets, and Bellevue's obligations under the Growth Management Act. As noted in our last comment, attached and submitted via email on January 14th, **we strongly urge the Planning Commission to adopt staff's recommendations for the modifications to the Housing Element policies under further review this evening. In some cases, we recommend prior staff proposals.** In particular, we want to stress the importance of the below policies for meeting Bellevue's targets for very-low, low, and moderate income housing:

OT.7

HDC's Affordable Housing Members:

Low-income Housing Organizations
Community Development Corporations
Special Needs Housing Organizations
Public Housing Authorities
Community Action Agencies
Workforce Housing Organizations
Public Development Authorities
Government Agencies and Commissions
Architects and Designers
Development Specialists
Certified Public Accountants
Regional Funders and Lenders
National Funders and Lenders
Community Investment Specialists
Property Managers
Law Firms
Contractors

Affording Opportunity

1402 Third Avenue, Suite 1230 Seattle, Washington 98101

206.682.9541 Fax 206.623.4669 www.housingconsortium.org

❖ Housing Strategy Plan

- a** **We urge the Commission to strengthen language around a Housing Strategy Plan (New Policy #2a)**, particularly as it relates to addressing the needs of very-low, low, and moderate income households. This plan for implementation and monitoring of affordability plays a crucial role in achieving the shared vision of Bellevue as “a city that meets the housing needs of all citizens.” The original policy proposed by staff—“Employ a housing strategy plan to promote housing supply, affordability and diversity, including strategies that address the need for housing affordable to very-low, low, and moderate income households and persons with special needs. Monitor amount and affordability of housing achieved”—is a necessary step for achievement of Bellevue’s housing goals. **It is particularly vital that Bellevue maintain language in this policy that specifically calls out housing for very-low, low, and moderate income households, consistent with the Countywide Planning Policies (CPPs).** The new CPPs specifically require cities to set up a process for creating, implementing, evaluating, and altering policies to address affordable housing. A policy promoting a Housing Strategy Plan and a monitoring process is crucial for clarifying Bellevue’s commitment to this process.

❖ Development Incentives

- b** Development incentives—such as the Multi Family Tax Exemption (MFTE), density bonuses, parking reduction, fee waivers, and expedited permitting—are tools to stimulate affordable housing production alongside market-rate development. Appropriately crafted incentives harness the power of the marketplace to produce affordable homes that meet the needs of modest wage, working families with very limited public investment. When implemented well, they allow communities to increase the supply of affordable homes, support workforce and economic development, and reduce sprawl, traffic congestion, and pollution. **We urge the Commission to adopt the changes to HO-23 suggested by staff.**

❖ Housing Downtown and in Areas Planned for Housing Growth and Near Transit

- c** It’s better for the community, the environment, and families if Bellevue’s service workers can live affordably near their jobs, but new growth will make Downtown, transit-rich and mixed-use areas more expensive. Planning for affordable housing in these areas will reduce congestion, support a strong service economy, and promote equity and access to opportunity. **We strongly urge the Commission to adopt staff recommendations for HO-25. As HDC has commented in the past, affordable housing is particularly critical and lacking in the downtown area; specific language regarding promoting affordable housing Downtown is critical to demonstrating Bellevue’s commitment to this deep need as you continue work to implement the Downtown Livability Initiative.**

❖ The ARCH Housing Trust Fund

- d** Public funding through the ARCH Housing Trust Fund is absolutely critical for addressing Bellevue’s need for very-low and low income housing. By making changes to policy HO-27 that employ the words “consider funding,” the City appears to be reducing its commitment to its long-standing policy to fund ARCH. We understand the Commission does not want to direct Council’s funding choices, but the City’s Housing Element is a guiding document for the entire City that will ultimately be approved by the City Council. **We strongly urge you to maintain the City’s commitment to funding affordable housing by accepting the original staff**

proposed changes to HO-27—“Provide funding to support housing need, especially for low and very low income households...”

❖ Supporting Partnerships and Collaboration

The Eastside’s housing needs will not be adequately addressed without strong collaboration with other jurisdictions and private agencies. Whether it is a long-standing partnership with ARCH or the possibility of working with employers on affordable housing issues, Bellevue’s collaboration with other entities has been—and will continue to be—a necessary part of any Housing Strategy Plan. **We therefore urge the Commission to retain HO-26—“Support and collaborate with both the public and private sectors in the provision of affordable housing.”**

It should be possible for hard-working people in Bellevue to afford housing and still have enough left over for other basics like groceries, gas, and child care. We can get there by working together. **We strongly encourage you to implement the above recommendations to strengthen Bellevue’s Housing Element.**

Thank you for your hard work and consideration of these important issues. We look forward to working with the City as you continue to update the Comprehensive Plan Housing Element. We hope you will be in touch with any questions.

Sincerely,



Kayla Schott-Bresler
Policy Manager



Kelly Rider
Policy Director



HOUSING
DEVELOPMENT
consortium

March 4, 2015

Bellevue Planning Commission
450 110th Avenue NE
P.O. Box 90012
Bellevue, WA 98009

RE: Comprehensive Plan Housing Element Update

CC: Bellevue City Council; Paul Inghram, Comprehensive Planning Manager

Dear Commission Members,

On behalf of the Housing Development Consortium of King County (HDC) and the undersigned Eastside organizations, we appreciate the opportunity to comment on your Comprehensive Plan Housing Element update.

HDC represents over 100 organizations working to develop affordable housing and provide housing-related services in King County—with many of our members serving the residents of Bellevue and other Eastside cities. HDC's members are dedicated to the vision that all people should be able to live in safe, healthy, and affordable homes in communities of opportunity. **HDC and the undersigned organizations want to thank the city staff and Planning Commission for the significant work that has already gone into updating the Housing Element. However, in order to truly make sure the plan reflects what will be needed to address the deep affordable housing and homelessness needs in Bellevue, we urge the City to strengthen the affordable housing policies in the Housing Element before adopting the Comprehensive Plan.**

While the Draft Housing Element does include many of the important policies required to tackle housing need, we are concerned it does not take advantage of the full range of options that should be employed—and are being used in peer cities—to meet affordable housing obligations. We have closely tracked the Housing Element update process and are troubled that numerous policies

OT.8

HDC's Affordable Housing Members:
Low-income Housing Organizations
Community Development Corporations
Special Needs Housing Organizations
Public Housing Authorities
Community Action Agencies
Workforce Housing Organizations
Public Development Authorities
Government Agencies and Commissions
Architects and Designers
Development Specialists
Certified Public Accountants
Regional Funders and Lenders
National Funders and Lenders
Community Investment Specialists
Property Managers
Law Firms
Contractors

Affording Opportunity

1402 Third Avenue, Suite 1230 Seattle, Washington 98101

206.682.9541 Fax 206.623.4669 www.housingconsortium.org

present in past elements or proposed by staff that would strengthen the city's policy framework for addressing affordable housing have been rejected by the Planning Commission. These policies include creating a *housing strategy plan*, *supporting affordable housing Downtown*, *planning for the housing needs of special populations*, and *evaluating the use of surplus land for affordable housing*, among others.

Affordable housing and homelessness needs in Bellevue remain dire. 7,300 households in Bellevue are paying more than half of their income in housing costs, putting them at serious risk of homelessness. With so many families at risk, it is no wonder that 191 children and youth experienced homelessness in the Bellevue School District during the 2012-2013 school year. Affordable housing organizations are trying to address these needs, but lack adequate resources to do so. For example, 1,219 individuals and families remain on the waiting list for Imagine Housing properties located in Bellevue. There has been an increase in the number of single women and families using the Emergency Winter Shelter this year, and service providers on the Eastside report a need for year-round emergency shelter for men, women, and families.

We support including additional policies in the Housing Element to address these needs, and strongly urge the City to do everything it can to support affordable housing and prevent homelessness. Bellevue has taken some great steps forward toward meeting affordable housing needs through its use of development incentives and its regular contributions to the ARCH Housing Trust Fund. Unfortunately, much more work remains to meet the needs of Bellevue's residents, Bellevue's affordable housing targets, and Bellevue's obligations under the Growth Management Act. In order to meet these obligations, we urge the City to commit to the following policies in its Housing Element:

-  *Plan for the City's share of very-low, low, and moderate income housing*
-  *Draft and implement a Housing Strategy Plan*
-  *Commit to implementing a wide range of development incentives*
- b**  *Support affordable housing Downtown and in areas planned for housing growth*
-  *Evaluate the use of surplus land for affordable housing*
-  *Plan for the housing needs of special populations and support, fund, and partner with the organizations that provide those services*
-  *Support and collaborate with both the public and private sectors in the provision of affordable housing*

🏠 *Partner with ARCH member cities to implement a new dedicated revenue source that increases public funding for the ARCH Housing Trust Fund*

🏠 *Provide funding to support housing need, through allocations to the ARCH Housing Trust Fund*

The community strongly supports strengthening the affordable housing policies in Bellevue's Housing Element. Affordable housing and social service advocates and Bellevue residents have been in attendance at many Planning Commission meetings in the past two years to comment on the need for stronger affordable housing policies in the Housing Element and have submitted numerous written comments to the Commission. The majority of this time, advocates have been commenting in support of staff suggested policies for addressing affordable housing need. This is the fifth written comment containing concrete policy suggestions that HDC has submitted since March 2013.

Affordable housing benefits the entire community, not just those who reside in it. Affordable housing is an economic necessity. It increases buying power of residents and thus supports local businesses. Affordable housing revitalizes neighborhoods, supports family success in employment and education, enhances local government revenue, and creates jobs. The National Association of Home Builders estimates that building 100 affordable homes can lead to the creation of 120 jobs during a project's construction phase and 30 permanent jobs in a wide variety of industries.

We believe Bellevue can be a community where people of all incomes can thrive. We can get there by working together and by supporting affordable housing. We thank you for all the time, thought, and attention you have put into these important issue and urge you to do everything you can to strengthen your Housing Element. We look forward to working with the City as the Comprehensive Plan update process moves forward.

Kind Regards,

Marty Kooistra

Executive Director, Housing Development Consortium of King County (HDC)

Alicia Campo

Associate Executive Director, Downtown Action to Save Action (DASH)

Amy Gore

Sustainable Communities Director, Futurewise

Ania Bestterda Alyson

Director of Community Engagement, Habitat for Humanity Seattle-King County

Dorothy Wong

Executive Director, Chinese Information and Service Center

Gary Helling

Interim Executive Director, Imagine Housing

Liz Mills

YWCA Seattle | King | Snohomish

Meghan Altimore

Vice President-Community Services, Hopelink

Rae Levine

Interim Executive Director, The Sophia Way

Rebecca Roy

Community Projects Manager, Seattle/King County Coalition on Homelessness

Steve Roberts

Executive Director, Congregations for the Homeless (CFH)

OT.9

14845 NE 13th Street
Bellevue WA 98007
December 10, 2014
425 746-8659

Bellevue Planning Commission
425 110th Avenue NE
PO Box 90012
Bellevue, WA

RE: Crossroads/156th Avenue NE Boundary Analysis

Dear Chair Laing and Commissioners,

I wish to offer my support for the staff recommendation of Option 1, to maintain the current boundary between the Crossroads Subarea and the Bel-Red Subarea. My support comes with the caveat that 156th Avenue be established and remains the clear boundary between the commercial development to the west and the lower density single-family residential neighborhoods to the east.

It is not easy to look at what comprehensive planning has brought to our Crossroads community. It seems out of place and incompatible with the nearby schools and churches and residential neighborhoods. I acknowledge that the Planning Commission can't go back again and undo what has been done, but you can affirm and uphold 156th Avenue NE as the "bright line" and work to preserve and protect the residential neighborhoods to the east from more intense uses.

Thank you for your consideration.

Sincerely yours,

Pamela Toelle

Cc: Paul Inghram
Nicholas Matz

OT.10

- These comments about the draft Comprehensive Plan are mostly in regards to the Volume 2: Subarea Plans and Transportation Project List document. To start with, the boundaries for Eastgate differ greatly from the boundaries defined in the Neighborhoods Element (Figure N-2) and in the Land Use Element (Figure LU-6). But what matters most to me is what is defined in Volume 2's Eastgate Land Use Plan. This map shows that almost all of the neighborhood south of I90, to the southern edge of this map is going to be zoned Office or some sort of business. That means **Eastgate would potentially lose 1/3rd of its existing single-family, residential homes!** 1/3rd! Everything on that map that is labeled only as O (which the map says means office), in both the white and the gray areas (N-2 includes all of the gray area on the south side of the map) is **currently a single-family home**. I strongly, strongly, STRONGLY disagree with this encroachment into the residential areas! I cannot emphasize enough how much I object to any of this area becoming zoned Office. It's doesn't just encroach, it wipes out major portions of Eastgate's residential areas. This even contradicts several policies in this same document. What happened to Policy S-EG-7? ("Maintain single-family housing as the predominant residential land use ...") What happened to Policy S-EG-X1? ("Focus Eastgate growth into a mixed use center adjacent to the Eastgate Transit Center ...") What happened to Policy S-EG-1? ("Encourage office and retail land uses ... without adversely impacting residential neighborhoods.") And SE 36th is already totally and completely overwhelmed by the existing volume of traffic, so there is no way it could handle any increase in volume that new businesses would bring. This also seems to contradict the Land Use Element document. All of the maps (Figures) in the Land Use Element show these areas as single-family, residential
- a** Subarea Plans and Transportation Project List document. To start with, the boundaries for Eastgate differ greatly from the boundaries defined in the Neighborhoods Element (Figure N-2) and in the Land Use Element (Figure LU-6). But what matters most to me is what is defined in Volume 2's Eastgate Land Use Plan. This map shows that almost all of the neighborhood south of I90, to the southern edge of this map is going to be zoned Office or some sort of business. That means **Eastgate would potentially lose 1/3rd of its existing single-family, residential homes!** 1/3rd! Everything on that map that is labeled only as O (which the map says means office), in both the white and the gray areas (N-2 includes all of the gray area on the south side of the map) is **currently a single-family home**. I strongly, strongly, STRONGLY disagree with this encroachment into the residential areas! I cannot emphasize enough how much I object to any of this area becoming zoned Office. It's doesn't just encroach, it wipes out major portions of Eastgate's residential areas. This even contradicts several policies in this same document. What happened to Policy S-EG-7? ("Maintain single-family housing as the predominant residential land use ...") What happened to Policy S-EG-X1? ("Focus Eastgate growth into a mixed use center adjacent to the Eastgate Transit Center ...") What happened to Policy S-EG-1? ("Encourage office and retail land uses ... without adversely impacting residential neighborhoods.") And SE 36th is already totally and completely overwhelmed by the existing volume of traffic, so there is no way it could handle any increase in volume that new businesses would bring. This also seems to contradict the Land Use Element document. All of the maps (Figures) in the Land Use Element show these areas as single-family, residential
- b** With regards to Policy S-EG-11, I don't understand what you mean by "maintaining and rehabilitating existing housing stock."
- c** I would recommend adding to the end of Policy S-EG-26 something like "and on both public and private land in neighborhoods." One of the big problems we have in the southern residential areas of Eastgate is that our large lots are being divided up into 2 or 3 lots, the existing house demolished, and all of these lots are then being completely bull-dozed before new, larger homes are built. The developers aren't retaining any of the existing mature trees. Eastgate is known for its large lots and many mature trees. I know the City is considering some sort of regulations on retaining the tree canopy in Bellevue. I think that whatever document is developed should apply to both public and private property. It should include some sort of guidelines and definitions. For example, Laurel is a shrub, not a tree no matter how big it gets. It would be a good idea to consult an arborist on these guidelines. I know it's probably not feasible to have an arborist evaluate every property that's being developed, but they could develop guidelines on what trees to retain. For example, say the only trees retained are Cottonwoods. The new owners move in and after the 1st big windstorm discover that Cottonwoods have a tendency to easily drop their large limbs. So because these trees put their roof in danger of being damaged, they apply for a permit to have the trees removed. Thus, effectively ending up with the same result as if the property was totally bulldozed in the first place. And should there be some sort of size guidelines? If the property has a little, dwarf apple tree and a 50-year-old Maple, which should be retained. If the policy specifies retaining a percentage of the existing trees, what should be done when the resulting number contains a fraction? For example, if applying the
- d**

percentage results in 3 ½ trees, does the developer have to retain 3 trees or 4? What happens when a property has only one tree on it?

e It would be nice to have Policy S-EG-38 protect *all* of the areas along the I-90 corridor and interchange.

f With regards to the Transportation And Circulation part of this document, traffic would probably most improved if you could find a way to add an eastbound I-90 onramp to the Richards Road interchange. I know it would be a challenge (maybe even impossible), but I didn't see any reference to even considering this here in the Volume 2 document, in the Transportation Element, or even in the Eastgate/I-90 Land Use and Transportation Project Report (although I will admit to only skimming that last document)

g I wasn't able to go through all of the Elements in the Comprehensive Plan, but from what I did read, I can tell that a *lot* of time and work went into it. It's very obvious that the City recognizes the basic character of Bellevue and of each neighborhood and is going to great lengths to retain them as we move forward. Overall, I think it's a very good document.

Juergen H. Heise and Pauline M. Heise
15631 NE 6th Street, Bellevue, WA 98008
425.746.8581

March 2, 2015

Dear Mr. Inghram,

regarding the article in the Bellevue Reporter on February 27, 2015, pertaining to the updating of City of Bellevue's Comprehensive Plan.

We have lived in Hillaire Addition, an old growth tree area that is comprised of two streets - NE 6th Street and NE 4th Street - between 156th and 164th Ave NE for 43 years, some of our neighbors have resided there for over 50 years.

Because of our close proximity to the Crossroads Mall/Shopping Center and adjacent multiple housing, we have worked as a group for many years to protect the uniqueness of our small community from encroachment of higher density zoning and incompatible uses. Because of our concerns for the environment and old growth protection, we have always appreciated the City of Bellevue's stand on tree preservation. "Trees contribute to Bellevue's visual character and it's ecosystem, trees oxygenate the air, provide food and habitat for small animals and microorganisms and reduce the impact of stormwater runoff. They enhance the visual appearance of the community, promote better transition between land uses and help protect property values". (City of Bellevue's Development Services Handout L-27).

Recently our faith in the city's commitment to the preservation of natural growth has been sorely tested. In the early part of 2014, our new neighbors to the west at 510 156th Ave NE cleared and graded their land of all trees and growth. When we contacted Elizabeth Krzyminski, a Bellevue code compliance officer, we discovered that the clear cutting and grading had been done without the required permit and that on discovery of that, the property owners were then required to take certain remedial actions to protect the soil base (see attached request for voluntary compliance).

From our current visual perspective we can see that the requirements have not been met.

Ms. Krzyminski stated that the property owners were within their rights to remove as many trees as they liked, so that was not an issue we could address.

We experienced our first heavy storm in October 2014 and lost a large Maple on the west side of our garden - adjacent to the property in question. The tree was snapped in two damaging the nearby wooden fence.

On December 12th, 2014, we had a second heavy storm resulting in the loss of three mature fir trees and the damage of a wooden fence and a steel fence along our driveway. It was during the cleanup of the debris that it was first brought to our attention that this was a direct result due to the loss of our wind barrier.

We immediately hired a certified arborist to assess the situation. He confirmed our suspicions. We are now left with the financial burden of taking the necessary steps to protect the remaining trees in that area, even though the damage is due to the action of others. This blatant disregard for the land, environment and character of our community has had a major impact on our property and is a blight on the neighborhood. Under circumstances like this - why doesn't the city hold the offending parties responsible for all costs related to loss of trees, damage and needed windsailing to guard against further problems ?

Saying that "cutting trees on private property is allowed without a permit if the land is level," (Bellevue Reporter Feb. 27, 2015) seems too simplistic. This property at 510 156th Ave NE was not flat until it was graded by the property owner and on the lower end of a hill, where needless to say, there is rain water run off that is not properly dealt with.

Property owners should show respect and consideration for their neighbors and often don't, so will the 2015 Comprehensive Plan address the city's need to protect homeowners from the reckless, poor choices that some irresponsible people make ?

Sincerely,


Pauline M. Heise


Juergen H. Heise

JHH/ms
encl.



REQUEST FOR VOLUNTARY COMPLIANCE

(Bellevue City Code 1.18.030)

DATE: May 8, 2014	CASE NUMBER: 14-130257
NAME: Jayaprakash Viswanathan & Rekha Rani Kothamachu	TENANT:
ADDRESS: 222 152 nd Av NE	ADDRESS:
CITY, STATE & ZIP CODE: Redmond, WA 98052	CITY, STATE & ZIP CODE:

LOCATION OF VIOLATION: 510 156th Av NE, Bellevue, WA
 ZONING: R-1.8
 REPEAT VIOLATION: Yes ___ NO ___ Previous Case Number:

- CLEAR & GRADE WITHOUT A PERMIT (BCC 23.76)
- LAND USE (LUC 20.10-20.50)

DESCRIPTION OF VIOLATION: Site inspection documented that, on or about May 5, 2014, all trees along the northern and western property lines of the subject property were removed by an unknown contractor. The tree removal occurred without a required permit from the City of Bellevue, in violation of Bellevue City Code Chapter 23.76 Clear and Grade Code and Chapter 20.20 Land Use Code. (Note: Permit 14-129809 GA had been applied for on 4/28/14 but had not yet been issued.)

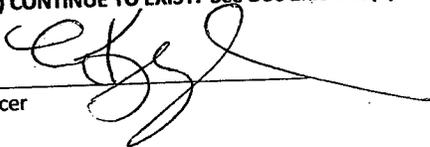
PERSON RESPONSIBLE FOR VIOLATION: Property Owner – Jayaprakash Viswanathan & Rekha Rani Kothamachu

CORRECTIVE ACTION and COMPLIANCE DATE:

1. STOP ALL LANDSCAPE WORK AT PROPERTY.
2. Please provide erosion control measures by covering all soils with at least 4 inches of straw or other absorbent product. Place a silt filter/basket inside all storm water drains.
3. Permit 14-129809 GA was applied for on 4/28/14 but has not been issued. Please provide all revision information required by review staff within 14 days of revision request. Further work may not commence at the property until Permit 14-129809 GA(applied for on 4/28/14) is issued and a site inspection is completed by City of Bellevue inspectors.
4. Upon issuance of all required permits, please call (425)452-6875 to schedule an inspection of the work performed, with the inspection to take place within three days of permit issuance.
5. Comply with all correction notices issued by City of Bellevue inspectors within 14 days of correction notice issuance.
6. Complete all work at the property not later than **July 1, 2014.**

Please call me at (425) 452-4219 to discuss this matter and schedule a compliance inspection.

FAILURE TO COMPLY WITH THIS REQUEST FOR VOLUNTARY COMPLIANCE MAY RESULT IN THE ISSUANCE OF A CIVIL VIOLATION NOTICE PURSUANT TO BCC 1.18.040, WHICH SETS A DATE FOR YOU TO APPEAR BEFORE THE CITY'S HEARING EXAMINER AND CARRIES POSSIBLE MONETARY PENALTIES OF UP TO \$500.00 FOR EACH DAY THE VIOLATION(S) CONTINUE TO EXIST. See BCC 1.18.040(E).

ISSUED BY: Elizabeth Krzyminski
 Code Compliance Officer 
 PHONE: (425) 452-4219
 EMAIL: ekrzyminski@bellevuewa.gov

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
MEETING MINUTES

March 4, 2015
6:00 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Laing, Commissioners Carlson, Hamlin, Hilhorst, Tebelius, deVadoss, Walter

COMMISSIONERS ABSENT: None

STAFF PRESENT: Paul Inghram, Department of Planning and Community Development

COUNCIL LIAISON: Councilmember Stokes

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

EXECUTIVE SESSION

The meeting was called to order at 6:04 p.m. by Chair Laing for purposes of conducting an executive session to discuss potential litigation. The executive session ended at 6:32 p.m.

1. CALL TO ORDER

The regular meeting was called to order at 6:34 p.m. by Chair Laing who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present all Commissioners were present with the exception of Commissioner deVadoss who was excused.

3. PUBLIC COMMENT

Mr. Peter Maxim, 12405 NE 2nd Street, said his property abuts Wilburton Hill Park. He said starting about 25 years ago people who lived along the NE 2nd Street and 128th Avenue NE used to have lots of ivy in their yards as a ground cover. They often threw their trimmings into the park. Now there is about ten acres of ivy growing in the park. Ivy is an allopathic material, which means its root system kills other plants. The parks department about five years ago made attempts to have some of the ivy removed but they have not pulled the ivy out by the roots, which means it has all grown back. The ivy has killed most of the groundcover plants in the park, which has caused most of the birds to leave and the animals to have nothing to eat. The Commission was urged to add money to the maintenance and operations budget for parks so the ivy can be removed before it takes over the rest of the park.

Chair Laing suggested the issue should be brought to the City Council's attention as well as to

the attention of the city manager.

Answering a question asked by Commissioner Carlson, Mr. Maxim said the parks department has a policy against the use of herbicides. Unfortunately, to truly get rid of the ivy they are going to have to resort to their use.

4. APPROVAL OF AGENDA

A motion to amend the agenda by striking item 8 and to approve the agenda as amended was made by Commissioner Hilhorst. The motion was seconded by Commissioner Tebelius and it carried unanimously.

5. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS – None

6. STAFF REPORTS - None

7. PUBLIC HEARING: Comprehensive Plan Update

Comprehensive Planning Manager Paul Inghram explained that the Comprehensive Plan is a single document that pulls together many of the city's different planning efforts and creates a coherent strategy for how to manage change and growth over the next 20 years. It is an important tool that guides decision making. The process of updating the document has been going on for the last two years and concerted effort has been put into reaching out to the public for input.

Mr. Inghram said the Comprehensive Plan was last updated in 2004. Since then many things have changed in the downtown, in various neighborhoods, and in the city's commercial areas. The proposed update to the plan takes all of that into account. Some key structural changes to the plan are proposed, including a reworking of the vision statement in line with the adoption of a vision by the Council. The draft document updates and refines the city's growth strategy to take into account growth in the downtown as well as in the Bel-Red and Eastgate corridors. One significant change to the document is the inclusion of a new element focused on neighborhoods to provide a single place to address neighborhood issues. The policies in the various elements of the Comprehensive Plan were worked on by the city's six different boards and commissions; in all over the last two years there have been some 60 meetings focused on the update work.

Under the plan, the majority of growth in the city will occur in the downtown, with the next largest amount of growth occurring in the Bel-Red corridor. Very little change is anticipated to occur in the single family areas, which is in line with the policies aimed at protecting and maintaining single family. The land use map will remain largely unchanged, so the update work, while significant, does not represent a significant change relative to zoning. It does: provide more support for economic development; adds a new education subsection that recognizes the value schools have in the community; includes a new neighborhoods element that provides support for updating the subarea plans that allow neighborhoods to do planning at the local level; includes updated human services policies; and includes updated policies regarding housing that relate to housing affordability and the need for student housing options, particularly around Bellevue College.

The update rolls in changes that were developed by a citizen advisory committee for the

Eastgate/I-90 corridor that includes a number of changes to the Eastgate commercial area. There is no proposal to extend office into residential areas. The proposal does talk about changes to the office corridor to allow for a greater mix of uses and to encourage redevelopment, particularly in the area to the south of Bellevue College and north of the freeway.

A number of refinements are made in the proposal to the Transportation Element to address overall mobility. The changes include consolidation of four different subsections about transit and five different transportation project lists.

One of the significant changes in the Capital Facilities Element is the attempt to include links to the city's various functional plans for water, sewer, and parks.

The two most talked about items related to the Utilities Element have been internet access and better mitigation of overhead power and telecommunication lines, with a preference for undergrounding.

A number of policy amendments are proposed for the Parks, Recreation and Open Space Element. One issue addressed is how to keep the city green while accommodating additional growth. Tree canopy and habitat restoration are both addressed in the policies.

The plan also addresses arts and culture. It continues some of the policies that are supportive of public art but it also looks at the need for arts facilities and provides support for a performing arts center.

Mr. Inghram said a number of comments from the public had been received from the online open house, the joint boards and commission meeting, and the neighborhood leadership gathering. He provided the Commissioners with written copies of the comments received to date. The comments highlighted a continued interest in undergrounding utility lines throughout the city; the need to address housing affordability; an interest in art as a city concept but also in the neighborhoods; making use of opportunities; continuing to acquire land for parks and open space; concerns about dealing with the impacts that come along with accommodating growth; ways to support neighborhoods; the need to preserve and increase the city's tree canopy; and the need to address safety and crime. At the recent East Bellevue Community Council there were comments made about traffic and walkability within neighborhoods; access to transit; tree protection; and concerns about single family room rentals. The online open house generated a comment in support of a National Hockey League team in Bellevue. Others advocated for creating a bicycle facility in the Eastside rail corridor; the need to improve mobility for those in wheelchairs; the BR-MO zone in Bel-Red and the FAR levels; concerns about the potential development of the Unigard site in Sherwood Forest; support for zoning changes for the Eastgate RV site; and support for changing the downtown southern boundary.

Motion to open the public hearing was made by Commissioner Tebelius. Second was by Commissioner Hilhorst and the motion carried unanimously.

P.1

Ms. Ellen Hegenauer, 15980 NE 8th Street, spoke as director of Harrington House, a transitional housing program for women who are pregnant or parenting. She thanked the Commission for the hard work put into updating the Comprehensive Plan and for including affordable housing policies in the plan. The draft Housing Element, however, does not do enough to address Bellevue's affordable housing needs and obligations. One of the best ways to address and prevent homelessness is to ensure affordable housing is available, especially for low- and

moderate-income families.

P.2 Ms. Agnes (last name not given), 15980 NE 8th Street, spoke as a case manager for Harrington House. She stressed the need for and importance of having affordable housing. She said she works with some amazing women who have amazing children who have invested a great deal of time and effort in stabilizing their families. They are connected with and work in the community, and many of them go to school and are otherwise engaged in the city. For all their hard work and effort, however, they cannot afford to live in the city. Affordable housing needs to be available for all such families.

P.3 Ms. Rebecca Bailey, 15980 NE 8th Street, said she works as a life skills coordinator at Harrington House. She said the women in the program work hard and make progress integrating into the Bellevue area while in the program, only to find when they are ready to leave there is no housing they can afford. The wait lists for affordable housing is up to ten years long, which means they must move to some other city. Often the commute from their new home is too far from Bellevue.

P.4 Ms. Alisa Batos, a Harrington House resident, agreed with the previous speakers. She said the women residents plan their lives around Bellevue and once they meet with success find they must move to some other city because of a lack of affordable housing. Bellevue is a great community and most would prefer to stay in the city.

P.5 Ms. M. Fraser, also a resident at Harrington House, said she moved to Washington from Louisiana after Hurricane Katrina to do contract work at Microsoft. She said she soon came to realize how great Bellevue is. She said two years ago she went through an ordeal that left her both a single mother and homeless. That brought her to Harrington House and back to Bellevue. If Bellevue will seek to invest in those like the residents of Harrington House, their children will invest in the future of Bellevue.

Commissioner Carlson said he is familiar with the work of Harrington House. He asked how many women and children have been helped over the years. Ms. Ellen Hegenauer said more than 350 have been served in the nine shared living units operated by Harrington House.

P.6 Mr. Todd Woosley with Hal Woosley Properties, PO Box 3325, spoke on behalf of the Kramer family, owners of the Eastgate RV Park. He said the family would like to transition their property from what is becoming an obsolete use to a use that will provide more housing. He spoke in support of the policies, particularly those recommended by the Eastgate/I-90 CAC. The proposed policies will allow for moving forward with a zoning action to effect a housing opportunity.

P.7 Mr. Ross Klinger with Kidder Mathews, 500 108th Avenue NE, Suite 2400, spoke representing owners of the Trailer Inns RV Park and voiced his support for the recommendations of the Eastgate/I-90 CAC. The policies when translated into a zoning action will increase the supply of housing in the area; will accommodate growth; will support a greater variety of retail businesses at places such as Eastgate Plaza; will provide rental housing close to Bellevue College; will provide for a buffer between established single family neighborhoods and I-90; and will create a better jobs/housing balance in the Eastgate subarea.

P.8 Ms. Osha Morningstar, 10022 Meydenbauer Way SE, #315, said her home is right across the street from the yacht club. She said equity and inclusion should be part of everything Bellevue

does. She said she holds a Section 8 voucher from the King County Housing Authority and was not able to find a place to live in Bellevue until able to increase the voucher by \$300, something that took a great deal of time and effort. She said she lived in a tax credit building in Auburn after moving to Western Washington from Eastern Washington. There were often fights outside the apartment and it was not safe to go out at night. Having buildings dedicated to low-income housing is not preferable to having low-income residents integrated into the community. Housing that qualifies as affordable under the HUD definition is often too expensive for low-income residents to afford. In planning new districts, such as the Spring District, careful consideration should be given to the unintended consequence of rising rents in an area that used to be affordable. The city should also do a better job of advertising its meetings, programs and services. With regard to sustainability, she suggested Bellevue should make composting mandatory like Seattle does; there are no recycling bins on the streets in the downtown. She also spoke against allowing Puget Sound Energy to cut down 295 trees to accommodate a new power substation. Mature trees decrease carbon by 70 percent over what juvenile trees can do. Consideration should also be given to allowing social service agencies to locate in the downtown.

P.9 Ms. Nancy Qualley, 16231 NE 2nd Street, addressed the topic of affordable housing. She said the city certainly is not where it needs to be. She shared a situation in her family involving a member who got divorced and had medical issues. It took him six months to receive some financial and medical assistance, after which he was ready to be out on his own, but not in Bellevue because of the cost of housing. He ultimately moved to Dayton, Ohio. It should be taken into consideration that the need in Bellevue is much higher than what is available.

P.10 Ms. Rachel Voelkle, 10604 NE 38th Place, Suite 215, Kirkland, spoke as the operations coordinator for Imagine Housing. She said the affordable housing non-profit develops affordable housing and supports the residents with supportive services. Currently the organization is providing housing for 485 families on 13 properties in east King County, three of which are in Bellevue. She said everyone should have the opportunity to live in a safe, healthy and affordable home. Because Heather, a single mother of two, found living quarters through Imagine Housing, she is able to live close to her work and is able to spend more time with her family. The Velocity project was opened in September 2014 thanks in part to a partnership with Bellevue and Kirkland. The project has 44 parking spots for the 58 units, but currently only 38 of the parking spots are occupied, due in large part to the fact that the project is located near a park and ride facility. Where it is possible to build intentional affordable housing units near growth areas that include transit centers, the result can be fewer cars on the road and less congestion. According to the 2014 Washington State Department of Transportation corridor capacity report, it costs each person commuting into Bellevue up to \$2500 per year in commute congestion costs when wasted time and gas are factored in. That statistic could be alleviated by providing affordable housing in the city, giving individuals and families the opportunity to live close to where they work. The Commission was thanked for including affordable housing policies in the updated Comprehensive Plan, but more work is needed to see affordable housing located in the downtown and in areas planned for housing growth.

Chair Laing noted that several in the audience agreed with the testimony.

Mr. Bob Knox noted his support for the comments made by the previous speaker.

P.11 Mr. Warren Halvorson, 13701 NE 32nd Place, spoke representing himself as well as a committee of neighbors from Bridle Trails, Somerset, Woodridge, Newcastle, Lake Lanes and the Coalition

of Eastside Neighborhoods for Sensible Energy. He submitted to the Commission recommended changes to the Comprehensive Plan policies relating to non city-managed utilities. The policy language needs to take into account the facts that electricity is essential to the health of the city; significant changes are occurring in the electrical industry; vibrant and distinct neighborhoods need to adapt to change but also need to be protected; and the need to preserve Bellevue as a city in a park. He pointed out that most of the 14 recommended language changes involve only a single word.

P.12 Mr. Norm Hanson, 3851 136th Avenue NE, said over the years he has worked with many different neighborhoods on electrical infrastructure and out of service times. He said he was encouraged by the vision in the Comprehensive Plan. A vision that many of the city's older neighborhoods have is to see their overhead utility lines undergrounded. The Comprehensive Plan should include support for the undergrounding of electrical distribution and transmission lines. Washington D.C. and San Diego are both currently involved in undergrounding their electrical transmission lines. Having such policy language would provide a base of support for the city to work with providers.

Chair Laing noted that several in the audience agreed with the testimony.

Commissioner Tebelius asked if the proposed new transmission line through Bellevue should be undergrounded. Mr. Hanson said New Jersey is currently undergrounding 18 miles of a 230kv transmission line, proving that it is not impossible. A longer one goes through Vermont. The city has done a great job in building the downtown, which has nine redundant circuits and no substations; the same vision should be applied throughout the city.

P.13 Ms. Becky Lewis, 16552 SE 19th Street, said Bellevue prides itself on being diverse. In order to really be diverse, more affordable housing is needed. The Spring District would be an ideal location for affordable housing, but Wright Runstad is going to be allowed to pay a fee instead of putting in affordable housing. The Comprehensive Plan should have policies with teeth. They should call for using best practices in order to get affordable housing in all the right places.

Chair Laing noted that several in the audience agreed with the testimony.

P.14 Mr. Chris Rossman, 10360 Main Street, spoke on behalf of the Wolf Company which is currently in the process of developing a mixed use building with approximately 350 housing units at the corner of Main Street and Bellevue Way. He said in addition to market-rate multifamily housing, the Wolf Company also develops moderate-income senior housing and affordable housing throughout the West Coast. The Eastside market has been identified as having a need for both housing types. He voiced support for looking at areas in the city outside the downtown core to provide residential density.

Commissioner Carlson commented that everyone would like to see more housing available for low- and moderate-income people. There certainly are concerns about grown children being able to afford to live in the city they were raised in. He asked Mr. Rossman what he would suggest the city should do to help make more such housing happen. Mr. Rossman said affordability is not unique to Bellevue or even the Puget Sound region. The fact is the economics are challenging to anything beyond maximizing a return for investment. Everything from the cost of land to the cost of development, and several things not controlled by the development community, goes into the mix and determines what housing will cost. Success has been found in developing affordable housing through partnering with communities and/or large stakeholders

within a community to help subsidize the costs. Seattle uses the multifamily tax exemption program to target more moderate-rate housing in exchange for a tax exemption over a 12-year period. The program appears to be the best win-win option. Regulatory requirements relative to building and zoning codes do not have a big impact, but the cost of permits and impact fees certainly do.

Commissioner Hilhorst asked what do stakeholders look for. Mr. Rossman used the Bay Area as an example and said the large tech companies located in what is essentially a suburban location have changed the dynamics of the neighborhoods. Unfortunately, because of the economics behind the companies and the salaries they pay, people not affiliated with those companies have a very hard time living in the community. What Wolf Company and other developers have done is to work with large corporations to help create various alternative housing options based on the notion that those very corporations are the ones that helped to create the affordability gap. There are tax credits and exemptions used as well.

Commissioner Walter asked if there are any government grants available for the construction of affordable housing. Mr. Rossman said the affordable housing product Wolf Company offers is not a tax credit product and the company does not seek government grants. Incentives offered to developers, such as tax credits and exemptions, yield the same results.

Commissioner Tebelius allowed that the cost of land on the Eastside is quite high and is in limited supply. Mr. Rossman said the dynamics of housing density and the costs to build housing is always reflective of the macro economic impacts. Land is cheaper in Phoenix and it costs less to develop there, but the revenues generated from the users of the development is less as well. In the end, the economics are not much different. In the current development cycle on the Eastside, however, the cost of the land does not support any use the Wolf Company develops outside of market-rate housing.

P.15 Ms. Alicia Campo, 11018 NE 11th Street, spoke representing Downtown Action to Safe Housing, a non-profit affordable housing developer. She said those who work in Bellevue should have the option of living in Bellevue. The significant job growth projected for the next 15 years covers a variety of income levels. It will be critical to create a housing strategy plan that supports affordable housing throughout the city. It is concerning that the Commission has rejected many of the housing policies suggested by staff and housing advocates. The city's affordable housing policies should be strengthened by creating a housing strategy plan, reconsidering some of the housing policies suggested by the staff and housing advocates, and partnering with ARCH and member cities to implement a new dedicated revenue source to increase public funding for the ARCH housing trust fund. The city should take advantage of the effective housing tools other cities have employed to ensure that current and future workers in Bellevue will have the option of living in Bellevue.

P.16 Ms. Rae Levine, 700 108th Avenue NE, spoke as the interim executive director for Sophia Way, a Bellevue-based organization that works to help women move from homelessness to independence through the provision of shelter, lifeskills training and supportive services. Sophia Way operates a 21-bed supportive shelter operated at St. Luke's Lutheran Church on Bellevue Way, a transitional communal house hosted by the East Shore Unitarian Church in Bellevue, and is involved with the Eastside emergency winter shelter for women and children. The agency supports woman housed in market-rate units as well. She said she is often asked if there are really homeless women in Bellevue. While they are not openly visible, there are homeless women in Bellevue who are even as old as 70. There are also homeless children living in

Bellevue. The winter shelter during the current winter season has seen an uptick in the number of families in need of shelter. People are most often homeless because they cannot afford housing. Many have incomes because they work but still they cannot afford housing. Everyone should have the opportunity to live in a safe, healthy and affordable home. The draft Housing Element talks about affordable housing, but the policy language could be strengthened by adding specifics. A plan for the city's share of very low- as well as moderate-income housing should be included. There should be a commitment to implement a range of development incentives to help promote affordable housing. Steps need to be taken to increase the amount of funding available for affordable housing. The direction nationally for providing services and helping people who are experiencing homelessness move toward independence is toward providing housing first and services second. Everyone from the federal government to local jurisdictions and human services agencies are embracing the approach. The new direction will not be successful, however, unless there is more housing available.

Chair Laing noted a dozen or so hands raised in support of the comments.

Commissioner Walter asked if affordable housing units should be congregated around transit or interspersed throughout the city. Ms. Levine said being close to transit is very important. Low-income housing that is congregated into a single area makes the residents stand out; it is better to have units spread out. While there is general support for moderate-income housing, the real need lies is for low- and very low-income housing.

P.17 Ms. Mickie Larrimer, 4053 149th Avenue SE, spoke in favor of integrating affordable housing into neighborhoods. She said the Eastgate is home to residents from a variety of incomes and the community is benefited as a result.

P.18 Ms. Karen Tennyson, 12617 NE 87th Place, Kirkland, said formerly served on the Planning Commission in Kirkland and as chair of ARCH and currently serves on the board of the Housing Alliance. She said ending homelessness and providing affordable housing is her passion. The King County Ten-Year Plan to End Homelessness has reached its tenth anniversary, and ironically there are now more homeless in the county than when the plan was launched. The cities on the east side of Lake Washington have often worked together to achieve goals that would have been impossible if taken on alone. Efforts should be put into working together to develop a permanent funding source for affordable housing for the Eastside. Bellevue should follow the lead of Redmond, Issaquah and Kirkland, each of which has mandatory affordable housing regulations in their plans. It is the only way to truly get affordable housing. Kirkland has mandatory affordable housing in every apartment building in the downtown. People spend their money where they live, not where they work, so it makes economic sense to provide housing in Bellevue for people who work in Bellevue. Everyone benefits when everyone benefits.

Chair Laing noted about a dozen hands were raised in support of the comments.

P.19 Ms. Kristi Becker, 10116 SE 6th Street, spoke as associate director of housing and case management for Hopelink. She added her support to the statement made earlier that everyone should have the opportunity to live in a safe, healthy and affordable home. Over the past few years Bellevue's diversity has been increasing and the needs for low-income neighbors have been growing. There has also been an increase in the number of families struggling to locate affordable housing in Bellevue and east King County. Families are often having to pay a high percentage of their income for rent, leaving very little for basic needs. The waiting lists for

affordable housing are often over two years. Many working families that are exiting the homeless housing units offered by Hopelink are unable to locate affordable housing in the community in which they live and where their children go to school; they are often forced to relocate, and the result can be instability in the household. Bellevue has been a good partner in helping Hopelink serve low-income families in Bellevue. Hopelink provides food, housing, emergency financial assistance, heating assistance, employment services and education. The package of services is designed to help people stabilize whatever crises they have experienced and to help them build the tools and skills they need to finally exit poverty. Affordable housing is a key factor to their success. The Commission was asked to strengthen the affordable housing policies in the draft Housing Element, to plan for the city's regional share of very low-, low- and moderate-income housing, and to commit to implementing a wide range of development incentives for low- and moderate-income housing.

Commissioner Tebelius asked what qualifies as an affordable rent for a low-income family. Ms. Becker said the range for those earning 30 to 60 percent of area median income is between \$445 and \$950 per month.

Chair Laing noted several hands were raised in support of the comments made.

P.20 Mr. Wade Johns, 6652 Lakeshore Drive, Dallas, Texas, spoke representing Alamo Manhattan which is developing a project at 106th Avenue NE and Main Street. He said the firm shares in the vision of the pedestrian corridor that will run from old Bellevue down Main Street to 112th Avenue NE. The firm has the immediately adjacent Par 5 site under contract as well. There are some ambiguities as to where exactly the zoning lines are that cross the Par 5 site. The solution outlined in the recommendation of the staff should be approved. He also agreed that affordable housing is important and progressive cities around the nation, including Portland, Oregon, are finding ways to address the need. Bellevue should reach out to those cities to see what they are doing.

Chair Laing said several hands were raised in support of Mr. Johns' comments.

P.21 Ms. Kayla Schott-Bresler, 1402 3rd Avenue, Seattle, spoke on behalf of the Housing Development Consortium of King County. On the question of whether it is better to have affordable housing units in individual developments or integrated throughout the community, she suggested the answer is both/and rather than either/or. Neither solution will address the problem entirely. Many non-profits are doing a great job of providing affordable housing units in developments such as Velocity, but there is room for mixed-income developments in places where developers can help contribute to solving the affordable housing needs of the community. There is clearly a need for affordable housing in Bellevue as well as in other Puget Sound cities, and there is also an interest in tackling the problem. There are already many tools available for use, and much will depend on the degree to which the city commits to using those tools. ARCH and the city staff have done a good job of laying out the tools for the Commission. She added that she and the representatives of other organizations focusing on the affordable housing topic are anxious to hear the Commission's discussion.

Chair Laing clarified that the Commission will begin its deliberations on March 11 and will continue them either March 18 or March 25.

P.22 Ms. Leslie Schofield, 3030 Bellevue Way, spoke representing St. Luke's Lutheran Church. She said the church houses the Sophia Way day center and residential center, hosts Congregations for

the Homeless, and has hosted tent city twice. The church sees homelessness every day. The Commission was urged to do low-income and affordable housing.

Chair Laing noted several hands were raised in support of the comments.

- P.23** Mr. Bob Stanberry, 3030 Bellevue Way, also spoke representing St. Luke's Lutheran Church. He highlighted the need for affordable housing in the community. He said Bellevue could become a leader and show King County, the state and the nation how to provide housing for everyone.

Chair Laing noted that several hands were raised in support of the comments.

- P.24** Ms. Michelle Wannamaker, 4045 149th Avenue SE, said she had come to comment on allowing office to encroach on the single family homes to the south of I-90 in the Eastgate area, but was happy to learn that would not in fact be the case. She asked, however, about the boundaries for the Eastgate subarea.

Mr. Inghram explained that the boundaries that are currently in existence define the Eastgate subarea as well as the Southeast Bellevue subarea. He said there is a proposal on the table to change the boundaries to reflect boundaries based on schools and other aspects.

Ms. Wannamaker commented that overall the draft Comprehensive Plan is a very well written document and represents a great deal of time, thought and effort. She thanked the Commissioners for their work.

- P.25** Ms. Loretta Lopez spoke as president of the Bridle Trails Community Club. With respect to the citizen engagement section, she stressed that inviting citizens to participate in all aspects of government is a bedrock of Bellevue. There is a clear need to make that known. With regard to the neighborhood goals and policies, she stressed the importance of ensuring police, fire and emergency services provide high levels of public safety. She questioned how policy N-11 will work with the housing policy HO-16 which allows for attached and detached accessory dwelling units in single family districts where consistent with neighborhood subarea plans. The fact is most neighborhood subarea plans do not address detached accessory dwelling units, so some clarification should be added. The position of the Bridle Trails Community Club relative to detached accessory dwelling units is that they are in effect a zoning change from single family to multifamily without notice. Policy HO-X-4 speaks to allowing seniors to stay in their homes and neighborhoods is a very good idea, one that can be accomplished by policy HO-16 through allowing attached accessory dwelling units.

Answering a question asked by Ms. Lopez, Chair Laing explained that the Commission will continue to take comment from the public for as long as its deliberations continue, which is at least until March 18.

- P.26** Mr. James McEachran, 15029 SE 47th Street, said he serves as chair of the Human Services Commission. He stressed that in everything the city does, human services is key to the ultimate success. Speaking personally, he said it was very rewarding to see the success Imagine Housing has met with.

Chair Laing noted that several hands were raised in support of the comments made.

P.27 Mr. Faisal Jaswal, 4452 Factoria Boulevard, said he serves as assistant dean of student programs for Bellevue College. He thanked the Commissioners and the city for being a valid and robust partner with Bellevue College. The work of the Commission is needed and is being well received. He said he works with countless numbers of students who are homeless in conjunction with community partners that work to provide shelter and housing. The hope is that the city will maintain a robust stance in terms of policies and actions in support of building a future that will support the type of community everyone wants to see in the future.

Chair Laing noted there were many hands raised in support of the comments.

P.28 Mr. Bob Knox, housing development project manager for Imagine Housing, stressed the need for land use policies and designations that will allow development to take place in the neighborhoods where land acquisition costs are less. Additionally, allowing for exemption from impact mitigation fees related to utilities and utilizing the tax exempt programs can significantly reduce the cost of developing affordable housing. There are federal tax credit programs available, but access to grant dollars is at the state level rather than the federal level; funding is limited and the process is very competitive.

Motion to close the public hearing was made by Commissioner Hamlin. Second was by Commissioner Hilhorst and the motion carried unanimously.

8. OTHER BUSINESS - None
9. PUBLIC COMMENT - None
10. ADJOURN

A motion to adjourn was made by Commissioner Hamlin. The motion was seconded by Commissioner Hilhorst and it carried unanimously.

Chair Laing adjourned the meeting at 8:25 p.m.