

From: alexg@singaporewebdigforum.com
Subject: Transit – Oriented Development Symposium Toronto March 2024 (Updated Brochure)
Date: Wednesday, December 6, 2023 7:49:56 PM
Attachments: [Transit-Oriented Development Symposium \(Brochure\) 2 Aimi.pdf](#)

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Transit – Oriented Development Symposium Toronto March 2024 (Updated Brochure)

Canada welcomed a notable 431,645 immigrants in 2022 with 35% settling in the Toronto region and it plans to keep setting records for the next three years, reaching a half million arrivals in 2025. Building

TODs have the potential to address the challenges on providing Ontarians and Canadians with more accessible and affordable housing and connect people with job opportunities. Numerous transit-oriented community developments will be built along the new 15-station subway line in Ontario with over 7,000 new housing units and 55,000 jobs are expected to be generated from these developments. With the province's decision to remove 7,400 acres of land from the Greenbelt to build housing, it provides developers a golden ticket to get their shovels in the ground and begin work on these TOD communities.

The recent Ontario budget reaffirmed the government's major plans for infrastructure development, encompassing a commitment to allocate \$145 billion from 2020 to 2030 specifically to undertake

significant investments in public transit. Besides Ontario, British Columbia also has allocated around \$394 million for acquiring lands along major public transit corridors to build new affordable and market housing buildings. Investing in transit-oriented developments will help transform the region, providing future investors with more housing opportunities while leveraging the profit of future investments.

Transit-Oriented Development Symposium is aimed to create a premier destination for professionals who are passionate about creating sustainable, livable, and connected urban spaces

centered around efficient transit systems. Also, showcasing case studies, and exploring innovative approaches to designing, developing, and managing transit-oriented environments.

BENEFITS OF ATTENDING THIS CONFERENCE

- Delving into urban planning strategies and land use policies that promote walkability, accessibility, and mixed-use developments around transit nodes
- Exploring the economic advantages of transit-oriented development
- Discussing strategies to provide affordable housing within TOD zones

- Exploring how TOD can be designed to seamlessly integrate various modes of transportation
- Examining policy frameworks and regulations on the implementation of TOD project that really work!

Please find attached PDF brochure for more content details and our contact information should you have any further inquiries.

Only limited seats are allocated for this course. Group registration package available with terms and conditions applied.

To register for this international conference, kindly fill in the registration form and fax or email it back to us.

Best regards

TRANSIT-ORIENTED DEVELOPMENT SYMPOSIUM

Shaping the Future of Transit Connectivity

6 - 7 March 2024 | Pan Pacific Toronto, Canada



"Transit-oriented development offers a city the opportunity to increase the well-being of communities."

– The Honourable Ahmed Hussen, Minister of Housing and Diversity and Inclusion

EVENT OVERVIEW

Canada welcomed a notable 431,645 immigrants in 2022 with 35% settling in the Toronto region and it plans to keep setting records for the next three years, reaching a half million arrivals in 2025. Building TODs has the potential to address the challenges on providing Ontarians and Canadians with more accessible and affordable housing and connect people with job opportunities. Numerous transit-oriented community developments will be built along the new 15-station subway line in Ontario with over 7,000 new housing units and 55,000 jobs are expected to be generated from these developments. With the province's decision to remove 7,400 acres of land from the Greenbelt to build housing, it provides developers a golden ticket to get their shovels in the ground and begin work on these TOD communities.

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Transit-Oriented Development Symposium by Trueventus is aimed to create a premier destination for professionals who are passionate about creating sustainable, livable, and connected urban spaces centered around efficient transit systems. Also, showcasing case studies, and exploring innovative approaches to designing, developing, and managing transit-oriented environments.

WHY YOU CANNOT MISS THIS EVENT

- Delving into urban planning strategies and land use policies that promote walkability, accessibility, and mixed-use developments around transit nodes
- Exploring the economic advantages of transit-oriented development
- Discussing strategies to provide affordable housing within TOD zones
- Exploring how TOD can be designed to seamlessly integrate various modes of transportation
- Examining policy frameworks and regulations on the implementation of TOD project that really work!

WHO SHOULD ATTEND?

This event is targeted but not limited to:

- CEOs, CFOs, & COOs
- Chief Construction Officers
- Project Directors
- VPs/ Directors/ Heads/ General

Managers/ Managers of:

- o Construction
- o Transit Operators
- o Transit Planners
- o Urban Planning
- o Master Planning
- o City Planning
- o Architecture
- o Property Investments
- o Property Management
- o Civil Engineering
- o Project Engineering
- o Property Development
- o Infrastructure
- o Drafting Design
- o Procurement

From the following industries:

- Government Entities
- Construction Companies
- Real Estate Developers/ Investors
- Contractors
- Building Service Providers
- Technology Solution Providers
- Design & Architecture Firms
- Construction Project Management Firms
- Transportation Providers
- Other industries involve in new property development, which can benefit from TOD, such as Healthcare, Hospitality, Education and Retail, etc.

TRANSIT-ORIENTED DEVELOPMENT SYMPOSIUM

Shaping the Future of Transit Connectivity

6 – 7 March 2024 | Pan Pacific Toronto, Canada

tru
event
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FEATURING PRESENTATIONS AND CASE STUDIES BY DISTINGUISHED SPEAKERS



Gerald McDowell
Executive Director
**ATL Airport Community
Improvement Districts**
Atlanta, USA



Gregory Bender
Director
WSP in Canada
Toronto, Canada



Robert Bjerke
Director of City Planning & Design
City of Brampton
Brampton, Canada



Oliver Hartleben MPA MCRP
Principal, Practice Group Manager,
Placemaking
Arcadis Professional Services (Canada) Inc.
Vancouver, Canada



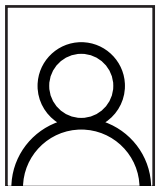
Cory Bluhm
Executive Director, Economic
Development
City of Kitchener
Kitchener, Canada



Sonam Khan
Technical Director, Digital
Delivery for Rail & Transit
WSP
Toronto, Canada



Richard Bernstein
Principal
Chris Dikeakos Architects Inc.
Burnaby, Canada



Rob Krauss
Vice President, Development,
Transit Oriented Communities
Program
Infrastructure Ontario,
Toronto, Canada



Sabrina Hamidullah
Director, Real Estate
Development
TransLink
Vancouver, Canada



Josh White
Director, City & Regional Planning
City of Calgary
Calgary, Canada



Edward Stubbing
Department Manager, ITS &
Emerging Transportation Technology
AECOM
Toronto, Canada



Anita Fabac
Director of Development Planning
City of Hamilton
Hamilton, Canada



Peter Jenkins
Architect Director, Head of Transit
Sector
BDP
Manchester, The United Kingdom



Henry Jeens
Associate Principal
Arup
Toronto, Canada



David Kuperman
Urban Design & Planning Lead
HDR
Toronto, Canada

FOR FURTHER DETAILS, CONTACT

AIMI NAJWA

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✉ : aimi@trueventus.com

TRANSIT-ORIENTED DEVELOPMENT SYMPOSIUM

Shaping the Future of Transit Connectivity

6 – 7 March 2024 | Pan Pacific Toronto, Canada



Day One: Wednesday, 6 March 2024

0800 Registration & Coffee

0850 Chairperson Welcome Address: Gerald McDowell, Executive Director, **ATL Airport Community Improvement Districts, Atlanta, USA**

0900 Session One Reimagining Transit-Oriented Community Activities with Creation of Urban Parks, F&B, Entertainment, and Recreational Spots

- Transforming transit stations into community hubs with integrated urban parks, dining options, and entertainment spaces for seamless access
- Fostering community engagement and promoting a sense of belonging and well-being
- Prioritizing eco-friendly design, green initiatives, and support for local businesses to create a sustainable, vibrant urban environment

Rob Krauss, Vice President, Development, Transit Oriented Communities Program
Infrastructure Ontario, Toronto, Canada

0945 Session Two Beyond the City Center: Expanding Transit Connectivity into Suburban Communities in Ontario

- Extending reliable public transportation networks into suburban areas to provide residents with convenient and efficient commuting options
- Alleviating traffic congestion and lower carbon emissions by encouraging suburban commuters to choose eco-friendly transit options
- Stimulating economic development in suburban communities by enhancing transit connectivity and attracting businesses

Speaker to be advised

1030 The Speed Networking - The Mad Minutes!

Fun and fast, this networking activity is a great opportunity to grow your connections

1100 Morning Refreshment

1120 Session Three In the Mix- Transit Agency Led TOD: TransLink's Story

- Why we got into real estate development as a transit agency
- Why we are in a good position to do it
- Our model, and active projects

Sabrina Hamidullah, Director of Real Estate Development
TransLink, Toronto, Canada

1205 Session Four ATN: Automated Transit Network – Emerging Mobility Solutions for the 21st Century

- What is an Automated Transit Network
- Personal Rapid Transit (PRT)
- Microtransit

Gerald McDowell, Executive Director
ATL Airport Community Improvement Districts, Atlanta, USA

1250 Networking Luncheon

1400 Session Five Beyond Conventional TOD: Building a Compact Mixed-Use Urban Hub

- Integrating residential, commercial, and recreational spaces within a compact urban hub, encouraging a mix of activities
- Prioritizing environmentally conscious architecture, energy-efficient infrastructure, and green spaces to create a sustainable and livable urban environment
- Fostering a sense of community by designing public spaces, plazas, and communal areas that encourage social interaction and support local businesses

Gregory Bender, Director
WSP in Canada, Toronto, Canada

1445 Session Six

The Role of Technology in Connecting the Suburbs

- The opportunity for CAVs (e.g. automated shuttles) to provide cheap and direct connections to suburban locations from high-order transit corridors
- How on-demand transportation can provide low cost service in a manner users want and expect when traveling
- How future technologies such as eVTOL and Hyperloop could change the meaning of suburban travel and congestion

Edward Stubbing, Department Manager, ITS & Emerging Transportation Technology
AECOM, Toronto, Canada

1530 Afternoon Refreshment

1600 Session Seven

Transit-Oriented Developments as Sustainable City Ecosystems

- From vision to completion
- Connecting communities
- Stimulating commercial viability

Peter Jenkins, Architect Director, Head of Transit Sector
BDP, Manchester, The United Kingdom

1645 Session Eight

Exploring Public and Private Sector Roles in Achieving Successful TOD

- Transit-Oriented Development depends on successful collaboration between private and public sector
- TOD in different contexts can vary on the degree of public sector involvement from simple facilitation on one end of the spectrum to active land development and infrastructure development on the other
- Exploring examples of TOD in Calgary in different contexts with varying degrees of public and private sector involvement including some successful and less successful experiences

Josh White, Director, City & Regional Planning
City of Calgary, Calgary, Canada

1730 Session Nine

People-Oriented Development: Reshaping the Roadways Connecting Communities with Neighborhoods

- Major transit projects offer the opportunity to make streets more accommodating of multiple modes of transportation
- New development, and particularly transit-oriented development, can be leveraged to support a finer street grid more suitable for active transportation and serving new residents, new businesses, and transit stations

• Discussing key considerations including the importance of negotiation and a shared vision between the municipality and developer for a successful mix of the two types of streets (examples include the Belmar redevelopment in Lakewood, Colorado)

David Kuperman, Urban Design & Planning Lead
HDR, Toronto, Canada

1815 End of Day One

FOR FURTHER DETAILS, CONTACT

AIMI NAJWA

☎ : +60327750000 ext.514 ✉ : aimi@trueventus.com

Day Two: Thursday, 7 March 2024

0800 **Registration & Coffee**

0850 **Chairperson Welcome Address**

0900 **Session One**

Integrating Land-Use and Transportation Strategy to Foster Urban Sustainability

- Implementing zoning and land-use policies that encourage the development of mixed-use, high-density areas around transit hubs
- Investing in pedestrian and cycling infrastructure to create safe and accessible alternatives to driving, promoting healthy living and reducing greenhouse gas emissions
- Designing urban areas that minimize sprawl, promoting efficient land use, and prioritizing the proximity of essential services, workplaces, and amenities

Henry Jeens, Associate Principal
Arup, Toronto, Canada

0945 **Session Two**

Reimagining Transit-Oriented Development: Elevating Alleys into Fundamental Pedestrian Infrastructure

- Transforming alleys into well-designed pedestrian spaces by incorporating wider pathways, proper lighting, and landscaping
- Integrating alleys into a network of pedestrian pathways, linking key destinations and improving urban connectivity, especially in densely populated areas
- Utilizing alleys as vibrant community spaces, hosting events, art installations, and small-scale businesses to revitalize urban neighborhoods and foster a sense of community engagement

Anita Fabac, Director of Development Planning
City of Hamilton, Hamilton, Canada

1030 **Morning refreshment**

1100 **Session Three**

Downtown Kitchener's Transformation and the role of TOD

- Learn about the catalytic municipal investments that stimulated this growth
- Learn about the importance of light rail transit, cycling and pedestrian focused streetscapes in this growth
- Learn about Kitchener's bold Economic Development Strategy to continue growth

Cory Bluhm, Executive Director, Economic Development
City of Kitchener, Kitchener, Canada

1145 **Session Four**

Enhancing Transit Networks: Exploring the Significance of LRT Development

- Providing residents with efficient and reliable transportation options that reduce reliance on private vehicles
- Promoting sustainable urbanization by concentrating growth along transit corridors, reducing urban sprawl, and minimizing environmental impacts
- Stimulating economic growth, attracting businesses, increasing property values, and creating job opportunities

Hanan Saman, Engineering Program Manager at LRT Expansion & Renewal
City of Edmonton, Edmonton, Canada

1230 **Networking Luncheon**

1400 **Session Five**

Digital Delivery for Rail Operations and Maintenance

- Advancing beyond traditional BIM modeling
- Early adoption of intelligent digital delivery sets up success for rail operations and maintenance
- Collaborative approach results in maintenance friendly assets

Sonam Khan, Technical Director, Digital Delivery for Rail & Transit
WSP, Toronto, Canada

1445 **Session Six**

TOD Placemaking: Understanding the Right Mix in TOD Planning

- Prioritizing a mix of residential, commercial, and recreational spaces within close proximity to transit hubs, fostering vibrant and self-sustaining communities
- Ensuring the mix of amenities and services reflects the unique needs and preferences of the community.
- Seamlessly integrating transit options with the surrounding built environment to encourage the use of public transportation, making it convenient and attractive

Oliver Hartleben, Principal, Practice Group Manager, Placemaking
Arcadis Professional Services (Canada) Inc., Vancouver, Canada

1530 **Afternoon Refreshment**

1600 **Session Seven**

Scrutinizing Cost Catalysts in Transit Infrastructure Plans and Refining Construction Strategies for More Efficient Transit Systems

- Ensuring that investments align with the overall goals of the transit system and delivering maximum value to the community.
- Exploring modern construction techniques to streamline project timelines and reduce construction costs without compromising quality or safety
- Fostering partnerships with the private sector to share project costs, leverage expertise, and access innovative financing models

Speaker to be advised

1645 **Session Eight**

Engaging Different Stakeholders to Identify Mutual Agreement and Outline a Forward Strategy for Designated Areas

- Facilitating open and inclusive discussions involving diverse stakeholders, including community members, businesses, and local authorities, to ensure all perspectives are considered
- Working collaboratively to identify common goals and priorities, fostering a shared vision for the designated areas and aligning stakeholders around a common strategy
- Developing a forward-looking strategy that integrates the input and concerns of all stakeholders, outlining clear objectives, responsibilities, and timelines to guide the development and decision-making process

Robert Bjerke, Director of City Planning & Design
City of Brampton, Brampton, Canada

1730 **Session Nine**

Transit-Oriented Developments – The West Coast Vancouver Area Experience

- Planning Frameworks set up by municipalities such as Burnaby and New Westminster and Surrey to encourage Transit Oriented Developments
- Using real-life constructed examples of transit-oriented developments such as Station Square and Solo District in Burnaby as well as Brewery District in New Westminster we will illustrate examples of multi-phase projects that provide a successful mix of uses and create an authentic "sense of place"
- Lessons learned

Richard Bernstein, Architect AIBC, AIA, Principal
Chris Dikeakos Architects Inc., Vancouver, Canada

1815 **End of Conference**

TRANSIT-ORIENTED DEVELOPMENT SYMPOSIUM

Shaping the Future of Transit Connectivity

6 – 7 March 2024 | Pan Pacific Toronto, Canada



COMPANY DETAILS

Name	Industry
Address	
Postcode	Country
Tel	Fax

REGISTER NOW

Aimi Najwa

T: +60327750000 ext.514

E: aimi@trueventus.com

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ATTENDEE DETAILS

1	Name	Job Title
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3	Name	Job Title
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4	Name	Job Title
	Tel	Email
5	Name	Job Title
	Tel	Email

TERMS & CONDITIONS

- The course fee is inclusive of the event proceedings, materials, refreshment and lunch.
- Upon receipt of the complete registration form, invoice will be issued. Trueventus request that all payments be made within 5 working days of the invoice being issued. Full payment must be received prior to the event. Only delegates that have made full payment will be admitted to event. Clients are responsible for their own banking fees and banking fees will not be absorbed into the booking price.
- Substitution & cancellations policy. Should the registered delegate is unable to attend, a substitute delegate is welcome at no extra charge. Written notifications of all substitutions is required 5 working days prior to the event. Trueventus contracts carry 100% full liability upon receipt of registration. Non payment does not constitute cancellation. A 100% of cancellation fee will be charged under the terms outlined below: Due to limited event seats, Trueventus agrees to book and confirm the seat for the client upon issuance of invoice. Upon signing of this contract, client agrees that in case of dispute or cancellation of this contract Trueventus will not be for total contract value. If a client does not attend the event without written notification at least 5 working days prior to the event date, he/she will be deemed as no show. A no show at the event still constitutes that the client will have to pay the invoice amount that was issued to them. Trueventus does not provide refunds for cancellations. By signing this contract the client also agrees that if they cancel that Trueventus reserves the right to pursue monies owned via the use of local debt collection agency were the client is situated. Furthermore the client will be held liable for any costs incurred in collection of outstanding monies. When any cancellations are notified in writing to Trueventus 5 working days prior to the event, a credit voucher will be issued for use in future Trueventus events.
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- Upon receiving this signed booking form, you the client hereby consent to Trueventus to keep your details for the use of future marketing activities carried out by Trueventus and third party organisations & partners.
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- Client hereby agrees that he/she exclusively authorizes Trueventus charged the credit card with details listed above for the amount provided herein; this registration form serves as a contract that is valid, binding and enforceable. He/she at any time will have no basis to claim that the payments required under this Contract are unauthorized, improper, disputed or in any way. Upon issuance of invoice Trueventus will be charging the client USD 30 processing fee.
- All Trueventus events are held in a classroom or theater format.
- All Trueventus events are held at either 5 or 4 Star Hotels.

APPROVAL

NB: Signatory must be authorised on behalf of contracting organisation.

Name	Job Title
Email	
Tel	Fax
Authorising Signature	

REGISTRATION FEES

	Corporate
End of December 2023	CAD 1495 (Per Delegate)
End of January 2024	CAD 1795 (Per Delegate)
End of February 2024	CAD 1995 (Per Delegate)
1st March 2024 onwards	CAD 2195 (Per Delegate)

All options inclusive of delegate pack, luncheon and refreshments.

PAYMENT METHODS

Payment is due in 5 working days. By Signing and returning this form, you are accepting our terms and conditions.

Bank Transfer

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FOR FURTHER DETAILS, CONTACT

AIMI NAJWA

T: +60327750000 ext.514 **E: aimi@trueventus.com**

From: [Zion Napier](#)
To: [PlanningCommission](#)
Cc: [Permits](#)
Subject: SMP Periodic Review
Date: Friday, December 8, 2023 11:46:13 AM

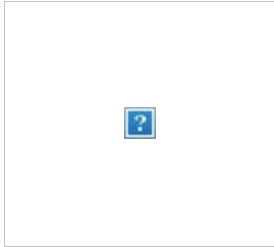
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Hello,

My team is looking into when we may expect to see any updates to the SMPs around Lake Washington in King County and looking at when the next round of periodic review hearings may be held so that we might attend. Would you have any anticipated date for those reviews? I know the last Bellevue SMP is from 2018 so it may be a bit too far off to give me an accurate date but any info would be appreciated!

Best wishes,



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From: [Craig Spieziele](#)
To: [PlanningCommission](#); [Johnson, Thara](#)
Cc: [Carlson, Diane \(she/her\)](#); [King, Emil A.](#)
Subject: Planning Commission ByLaw Amendments - Nov 12th meeting
Date: Friday, December 8, 2023 3:45:09 PM
Attachments: [12-2CommunityEngagementPlan-CSpieziele.pdf](#)

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In advance on upcoming study session scheduled for Dec 12 on the “Planning Commission ByLaw Amendments”, I ask the Commission and staff to carefully review what have been presented to Council and the City Manager this past week. I suggest that all commissions have uniform policies and incorporate the recommendation outlined. I respectfully such voting on such bylaws should be tabled until a complete review and discussion with community stakeholders can be completed. As stated, the bylaws are silent to many issues the community has been faced with as it pertains to oral comments and recordings of meetings.

Craig Spieziele
425-985-1421

December x, 2023

Bellevue City Council
Diane Carlson, Acting Bellevue City Manager
450 110th Ave NE
Bellevue, WA

Re: Community Engagement Proposal

Dear Acting City Manager Carlson, Mayor Robinson and Council Members,

I am writing regarding to two key issues; 1) community outreach efforts and 2) policies for oral comments. Increasingly, information presented by staff is incomplete or lacks transparency and residents' efforts to make oral comments have been stifled.

To help address these concerns, the following 10-point plan has been drafted. The goal is to help promote transparency and equity, improving community engagement.¹ If implemented these will help afford the Community, Commissions, and Council's ability to make develop informed decisions understanding the trade-offs and adjacencies. In considering these recommendations, I encourage staff and Council to consider other communities' efforts which address many of the issues cited below.²

Community Engagement & Metrics

- 1. Independent Review of Outreach Strategies & Research** - Frequently staff asserts they have completed robust community engagement. Results tell a different story with very low levels of engagement, which do not reflect Bellevue's generational, cultural and economic diversity. Information provided frequently has the appearance of lacking impartiality and the survey methodologies are not comparable or balanced. To address this issue I am proposing a review process including a city manager staff member serving as an "ombudsman" along with a community representative(s) appointed by Council to review all plans prior to release. Such staff and community members would have subject matter, survey and data research expertise and have the authority to approve or send them back to the departments for revisions. A key benefit would include the ability to compare what is being presented by other departments and ability to optimize plans leveraging best practices and data comparability.^{3, 4}
- 2. Engage Neighborhood Associations as Key Stakeholders** – Staff frequently asserts their community engagement plans includes outreach to all stakeholders. Unfortunately, we have learned many neighborhoods and neighborhood leaders are not aware of the plans or proposals. To maximize engagement staff should be required to engage leadership of neighborhood associations impacted and

¹ This letter is a follow up to comments submitted to Council on July 23rd and oral comments on July 24th.

² City of Maple Valley, <https://www.maplevalleywa.gov/home/showpublisheddocument?id=6297>

³ This issue was highlighted in the initial Bike Bellevue plan. The plan obfuscated that 5.9 miles of vehicle lanes would be eliminated and was silent on the annual maintenance costs. Many of those responding to the survey were unaware of the potential impact.

⁴ At the October 17 Bridel Trails Council Candidate Forum, all but one Candidate stated they would support such a proposal.

all Bellevue Essentials graduates through direct communications included but not limited to personal email and phone calls utilizing the City's list of associations' key contacts.⁵

3. **Disclose Pros & Cons of Proposals** – Staff should include in their outreach pros and cons as well as initial community concerns cited and how their plan would address or remediate the concerns.
4. **Disclose Community Engagement Metrics** – Staff should offer equal outreach, meeting time and material support including printing of flyers for all constituencies including residents and advocacy organizations who may be either in support or have objections to the department's proposals. For transparency, staff should report key metrics to Commissions and Council.⁶
5. **Provide Ample Time for Public Feedback** – The public comment period should correlate to the complexity and amount of information being presented. The community as well as Commissions' need adequate time to digest plans which are often 1,000-page documents with complex data models and technical terms.

Commission & Council Meetings Oral Comments

1. **Develop Uniform Oral Comment Policies across all Commissions and the Council** - Cross city policies today appear random and confusing to the community. Sign up times and prioritization of speakers should be consistent independent of the Commission, Council or agenda topic.
 - a. Revise sign up times for all oral comments to 3 or 4 PM so working families and commuters can sign before leaving work or sitting in traffic.
 - b. Speakers should speak in relative order of the time they signed up, independent of how they signed up, (in person or online). Deferring online speakers to speak at the end of the meeting marginalizes speakers who cannot take off time from work, arrange day care or may have mobility limitations.⁷
 - c. While a 30-minute limit for oral comments may be appropriate in most meetings, in others that have multiple agenda topics or controversial complex topics, 30 minutes is not sufficient. A minimum of 24 minutes should be allocated for each agenda topic (limited to 4 speakers each for or against). Additionally, Commission Chairs and Council members should exercise their authority to extend the public comments as needed to promote inclusiveness and equity.
2. **Prioritize Oral Comments from Bellevue Residents and Businesses** - Frequently oral comments are dominated by advocacy and special interest groups who are external to the City of Bellevue. Policies should prioritize those who live and work in Bellevue including Bellevue based organizations such as Community Associations, HOAs, the Chamber and BDA. Non-residents should be provided time to speak providing time remains after Bellevue residents and business. In addition, representative Bellevue business organizations and community associations shall be afforded 5 minutes to speak, vs 3-minutes as modeled off of other municipalities policies.

⁵ As experienced in the EIS for Wilburton, neighborhoods including Vuecrest, Lochleven, North Towne and others were unaware of the potential impact from proposed upzoning.

⁶ Concerns on objective outreach was highlighted in November 2023 through public records requests pertaining to Bike Bellevue. Documented reviewed indicated transportation staff proactively engaged external advocacy groups who support their plans, without providing similar outreach to neighborhood leaders and residents. The result had the risk of tipping the balance to support one constituency over another.

⁷ As occurred at November 9th Transportation Commission where oral comments from those online were deferred to after the agenda topics were discussed, negating their ability to share concerns prior to the Commission's review of the agenda topics.

3. **Engage Oral Comment Speakers** – Speakers rarely hear back from the Council and Commissioners. Council and Commissioners should be encouraged to ask questions from community members making oral comments and require follow-up from staff when requested. Community and neighborhood associations should be afforded similar privileges given to business groups such as the Chamber and BDA when speaking to Council. Council is encouraged to consider other Cities best practices including Kirkland and Maple Valley who require responses from staff or Council.
4. **Meeting Video Conferencing & Recordings** – Video should be required of all Commission and Council meetings. Audio only recordings are not adequate. Current recordings often are difficult to hear all speakers, do not include visuals presented and limit viewers ability to see facial expressions and non-verbal gestures.⁸
5. **Post Recordings of Meetings Promptly** - Recordings are often not posted in a timely manner. This delay limits the ability of the community to understand the issues and to be prepared to speak at subsequent meetings or to raise issues to Council. Cities such as Kirkland post all meetings in 24 to 48 hours and it is recommended such a policy to applies city-wide.⁹

Thank you for your time. I am requesting a review and response to these proposals. I look forward to working with the city to help implement these and other efforts to help improve transparency, trust and community engagement.

Craig Spieze
425-985-1421
craigsp@agelight.com

⁸ To meet ADA requirements, closed captioning should be provided to maximize accessibility including being text-searchable for screen readers. By default, the Zoom platform provides closed captioning capabilities.

⁹ Recently, after community complaints, the audio file was posted on November 29th, 20 days after the November 9th Transportation Commission meeting.

From: [Sharon Barnes](#)
To: [PlanningCommission](#)
Subject: Bridle trails
Date: Sunday, December 10, 2023 8:35:59 AM

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My husband and I have lived in our BT house since 1976— the trees that surround us are integral to the beauty health and character of this unique area - it is imperative to retain our tree canopy. Please don't change the covenants regarding tree retention.

Thank you
Sharon Barnes

Sent from my iPhone

From: [Charlie Bauman](#)
To: [PlanningCommission](#)
Subject: Comment for 12-13-2023 meeting
Date: Monday, December 11, 2023 12:05:06 PM
Attachments: [Agenda Memo.pdf](#)
[Transportation Sub-Area plan - 12.13.2023 meeting.pdf](#)
[Bel-Red Subarea Plan - proposed changes - 2023.docx](#)

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Hello. I previously sent this note to Emil but want to submit as a comment as well since I won't be able to attend the meeting in person:

I was reading through the agenda and strike draft for this week's Planning Commission meeting and have a couple questions/comments.

1. Street grid flexibility – you note in the agenda that the Transportation Commission provided direction in the November 9th meeting, and central to that feedback was the need for flexibility in the street grid. The agenda also says that the Transportation Commission's feedback was incorporated into the strike draft but the policies, specifically S-BR-56, look unchanged.
 - a. **Question: will you please point out how you revised the policies to incorporate this flexibility?**
 - b. If the intent is that the flexibility comes through “development review” then I think it is essential to add further clarification that staff/reviewers are encouraged to approve alternate street improvements on a site-by-site basis when the proposed street improvements are 1) supported by third-party transportation studies; and 2) necessary to allow for a feasible project. I really think we need to be explicit here in pushing for flexibility otherwise staff will struggle to review proposals that have alternate designs, even if those alternates are logical and necessary.

2. Critical areas – the agenda notes that the critical area code update is not part of the comp plan process. When the update does happen it will involve a thorough review of current best available science. Because these updates are not yet known, the Bel-Red policies should remain sufficiently broad when it comes to anything critical area related, to allow for flexibility based on what the updated critical area code/best available science ends up saying. For example, the Transportation Policy S-BR-56.b notes that stream crossings should be minimized, and that only one is planned. I am fine with this note in general, so long as other stream crossings can still be approved through Development Review.
 - a. On our Evergreen Center site for example, it is very likely that we will be proposing an alternate street grid that connects 130th with 132nd across Goff Creek, even though a Goff Creek crossing is not currently planned. I have also discussed this with Mark and Molly already, and they like the concept but acknowledge that the comp plan street grid needs to first change to allow their review to occur. Any proposal we submit will

be fully supported with best available science on the Goff Creek critical area, and will be a part of our larger Goff Creek on-site mitigation efforts. I understand that it will be a long process to study this alternate and work with staff to ultimately approve, but I just want to confirm that the Bel-Red policies will not prohibit this outright before we even begin.

- b. **Will you please confirm that the intent of the Bel-Red policies is to be flexible enough to allow alternate proposals such as this to be reviewed and approved if feasible?**

Thanks as always. Look forward to continuing this conversation.

Best.

Charlie Bauman

Guntower Capital

425-802-3352



Bellevue Planning Commission

December 13, 2023

PLANNING COMMISSION STUDY SESSION ITEM

SUBJECT

BelRed Look Forward: Overview of Policy Changes Related to Land Use, Housing and Urban Form and Cultural and Community Connections including Transportation in the BelRed Subarea Plan.

STAFF CONTACTS

Emil King AICP, Planning Director, 452-7223
Gwen Rousseau AICP, Senior Planner, 452-2743
Community Development

POLICY ISSUES

As part of Bellevue's Comprehensive Plan Periodic Update, the BelRed Look Forward planning initiative will amend the existing BelRed Subarea Plan and the Comprehensive Plan Future Land Use Map. These amendments will consider how BelRed's future is a key component in implementing the citywide growth strategy for housing and jobs for the next 20 years.

In this study session, staff will share preliminary key policy moves related to *Land Use, Housing and Urban Form* and *Cultural and Community Connections* including Transportation within BelRed.

This study session is one of a series of Planning Commission study sessions intended to lead to a Planning Commission recommendation to the City Council for a Comprehensive Plan Amendment (CPA).

DIRECTION NEEDED FROM THE PLANNING COMMISSION

ACTION



DIRECTION



INFORMATION ONLY



BACKGROUND/ANALYSIS

Planning Commission Questions and Feedback

The first Planning Commission study session on key policy moves for BelRed held on September 27 focused on *Open Space and Natural Systems*. For each of the key policy moves discussed, staff received the following questions and direction from the Commission to consider:

PARKS AND OPEN SPACE EXPANSION

- Commissioners asked about the City's open space target for BelRed, and whether having more equitable access to parks across the city was a City goal.

The Parks and Open Space System Plan is a functional plan which implements the goals and policies contained within the Parks Element of the Comprehensive Plan. A primary goal of the City's [Parks and Open Space System Plan](#) is to create a geographically and equitably dispersed system of park and recreation facilities that are within walking distance of all Bellevue residents. This is a citywide goal and will be reflected in Volume 1 of the Comprehensive Plan. An analysis of "Walkable Access Service Area,"

measuring the percentage of households within 1/3 mile of a park or trail access point, found that the neighborhoods of Factoria (10 percent), BelRed (32 percent), Newport (39 percent), and Wilburton (40 percent) were ranked the lowest of all Bellevue Neighborhood Areas as they had the largest gaps in access. These neighborhood areas, plus six others, displayed deficiencies significant enough to prioritize the acquisition and development of new neighborhood park sites. An extensive new system of neighborhood and community parks, restored natural areas, and trail systems is envisioned for BelRed as shown in both the BelRed Subarea Plan Figure S-BR.3, Tables 2 and 3, and the [BelRed Park, Trail and Open Space System Plan](#).

Mechanisms for funding the acquisition and improvement of parks, trails and open space within BelRed need to be of sufficient strength to match the City's robust goals for BelRed and achieve the vision of a comprehensive and connected park, trail and open space system. To date, existing funding mechanisms have failed to keep pace with rising land values resulting in few park acquisitions and/or improvements. Exploring new funding mechanisms that remain robust over time could help close this gap resulting in greater funding support to achieve the City's park, trail and open space goals for BelRed and thereby increase the percentage of BelRed households within 1/3 mile of a park or trail access point.

- Commissioners also noted that collaboration and partnerships with private development are critical to achieving the City's park and environmental goals.

SURFACE AND STORMWATER PLANNING

- Commissioners requested more information about how the City's critical area buffers and building setback distances are determined.

Surface water, or streams, are regulated by the City's critical areas ordinance found in [Part 20.25H](#) of Bellevue's Land Use Code. Stream buffers and structure setbacks are established in section [20.25H.035](#). As noted in the Washington State Department of Commerce's [Critical Areas Handbook](#), [RCW 36.70A.172\(1\)](#) requires counties and cities to include the best available science in developing policies and development regulations to protect the functions and values of critical areas. During the City's 2005 Critical Areas Update, a review of Best Available Science (BAS) was conducted including a specific review of BAS related to streams.

Updates to Bellevue's Critical Areas Ordinance are not part of the Planning Commission's legislative work program in 2023 or 2024. However, updates to the BelRed Land Use Code, including regulations related to impervious surface and lot coverage calculations that exclude critical areas could be considered during the Land Use Code Amendment process.

- Commissioners also expressed a desire to see development preserve and protect natural features wherever possible versus pay a fee-in-lieu.

CLIMATE CHANGE RESILIENCE

- Commissioners asked about the amount of existing tree canopy in BelRed.

The City of Bellevue's recent [2021 Tree Canopy Assessment](#) published in 2023 found that with 14 percent coverage, BelRed ranked 15 out of Bellevue's 16 neighborhood areas for having one of the lowest percentages of tree canopy coverage (only Downtown Bellevue was lower with 10 percent tree canopy coverage). It was also noted that between 2011 and 2021, BelRed witnessed a two acre decrease in tree canopy, while there was, however, an increase of three acres of tree canopy between 2019 and 2021.

Noting that trees can play a large role in improving public health by improving air quality, reducing temperatures, and addressing climate change, the most-recent Tree Canopy Assessment recommended

considering socio-economic factors and environmental justice considerations in addition to low canopy coverage when identifying areas with the greatest need for canopy expansion. The report also noted that the City could acquire parcels for public use as part of redeveloped neighborhoods to be used as carbon sinks to address community access to nature, climate, human health, and equity.

The Assessment report also analyzed tree canopy along stream corridors noting that trees planted in these areas can protect water quality by mitigating storm-water runoff that may otherwise carry unhealthy pollutants (such as nitrogen, phosphorous, and suspended sediment) into surface water bodies. Additionally, trees planted along streams provide shade, which in turn reduces water temperature to protect the aquatic ecosystem of endemic fish and reptile species. The Assessment report noted that to comply with the recommendations of the Shoreline Management Act, Bellevue should seek to increase its tree canopy coverage along water bodies to nearly 100 percent to protect its natural resources for future generations.

The Assessment report listed a suggested urban tree canopy goal for commercial and mixed use areas based on the best practice recommendation from the American Forests 2007 Tree Canopy Assessment report of 25 percent tree canopy coverage. However, it was noted that further analysis of goals is needed to determine relevance for Bellevue in terms of community character, feasibility, and desirability.

- Commissioners also noted that incentives must be large enough to motivate provision of amenities such as green building.

HOLISTIC AND HIGH PERFORMANCE IMPLEMENTATION

- Commissioners recommended the City look for ways to utilize new technologies to achieve more with less.
- Commissioners agreed the City must maximize multiple objectives; yet they also noted it is important to recognize tradeoffs and determine our priorities.

Relationship to Environmental Review

The Planning Commission recommended a Preferred Alternative for study in the Final Environmental Impact Statement (FEIS) that was reviewed by City Council. The FEIS will expand on and refine the work to date to inform the Planning Commission's recommended growth strategy in the spring, including policies and land use designations for the BelRed Subarea.

POLICY UPDATE PROGRESS

This study session focuses on preliminary policy updates related to *Land Use, Housing and Urban Form* and *Cultural and Community Connections* within the BelRed Subarea Plan (Attachment A). This includes policy changes in support of Land Use, Housing, Urban Design, Arts and Culture and Transportation goals.

LAND USE, HOUSING AND URBAN FORM

Land Use

The land use vision for BelRed articulated in the BelRed Subarea Plan includes:

- *A thriving economy: Bel-Red will be home to major employers, types of businesses and employment sectors unique to this part of Bellevue, and services that are important to the local community.*
- *Vibrant, diverse and walkable neighborhoods: Bel-Red will contain a broad range of housing types to meet the needs of a diverse population of varied income levels. Neighborhoods will have*

a pedestrian friendly and walkable character, with convenient access to shopping, jobs, and community amenities, and will also be well connected to the larger city and region.

Proposed policy amendments provide additional guidance to cultivate a unique economic niche for BelRed and to support development of creative mixed use districts. Proposed policy updates related to neighborhood districts call for supporting business clusters within different centers and remove specific language in the subarea plan related to height and floor area ratio (FAR).

Updates also support provision of a range of diverse residential and supportive uses within each neighborhood district to create welcoming and inclusive neighborhoods and to reduce greenhouse gas emissions.

Finally, proposed policy updates create greater capacity for housing than what exists today, in addition to increased capacity for office, retail, and medical office development. Proposed updates to the BelRed Land Use Plan map extend the geographic extent of nodal land use designations, increase maximum heights and FAR in proximity to light rail, and increase the amount of area designated with a residential emphasis.

Reclassifying the relationship between land use designations and zoning districts is also being considered. Discussion on future land use designations and policies will continue after the FEIS publication. Policy moves being brought forward today are high-level policy guidance that could apply under any of the growth alternatives studied as part of the EIS. The intent of all policy updates is to support subsequent implementation including amendments to the BelRed Land Use Code found in [Part 20.25D](#).

Housing

Housing affordability is a key component of the BelRed Subarea Plan. As indicated in the vision statement above, BelRed will include a range of housing options across unit types and affordability levels. Proposed housing policy updates provide additional guidance on supporting a diverse and growing population within BelRed, and contributing to a vibrant, inclusive, and sustainable community.

The Planning Commission recommended for further citywide study in the FEIS of both mandatory and voluntary affordable housing approaches. The FEIS will provide an opportunity to examine, at a citywide policy level, how mandatory affordable housing requirements compare to voluntary provisions when development potential is increased. Further discussion on affordable housing within BelRed will occur after publication of the FEIS.

Urban Form

In addition to *walkable, mixed use neighborhoods*, the BelRed Subarea Plan envisions BelRed as having a unique sense of place that is different from Downtown in terms of its historic context, scale, and focus on the arts. Proposed policy updates work to strengthen BelRed's identity and build a strong sense of belonging to ensure everyone feels invited and inspired within BelRed.

CULTURAL AND COMMUNITY CONNECTIONS

Arts, Culture and Creativity

Staff propose an expansion to the BelRed vision statement related to arts and culture, calling for BelRed to be a unique artistic and creative destination that provides a one-of-a-kind cultural experience, featuring a thriving arts and creative community. Proposed policy updates related to arts and culture include:

- Growing community capacity,
- Building greater recognition of the BelRed Arts District,

- Securing long-term affordable arts and cultural space; and
- Creating opportunities for diverse participation in arts, cultural, and creative experiences.

Growing community capacity to organize, lead, and mobilize resources would strengthen BelRed’s identity as a creative district and help achieve community objectives. Increasing the visibility of the arts would also help build regional recognition of the BelRed Arts District. Securing long-term affordable arts and cultural space would help maintain BelRed’s robust community of creative businesses and address displacement impacts from new development. Finally, creating opportunities for diverse participation in arts, cultural, and creative experiences would create a learning environment where everyone feels welcome and encouraged to convene, collaborate, and innovate.

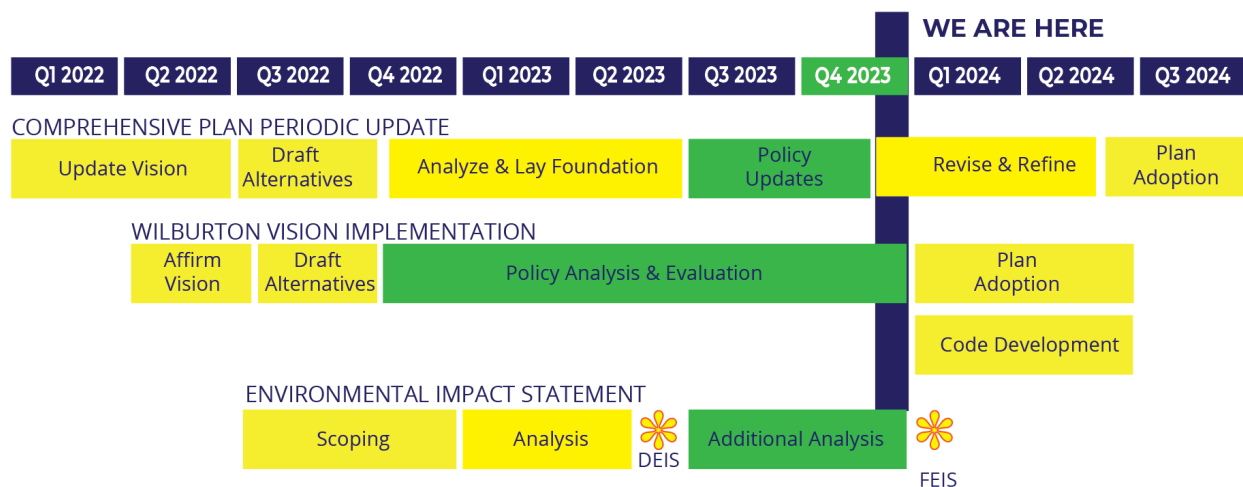
Transportation

The BelRed Subarea Plan envisions a multi-modal transportation system that provides convenient access and short travel times within and outside of the corridor. While several policies in the BelRed Subarea Plan will continue to provide support and direction for years to come, amendments to other policies are needed due to changed circumstances. Also, some policies are recommended to be repealed because the policy topic is covered elsewhere, or because the policy is no longer needed since the project or implementation strategy to which it refers is complete.

Attachments B and C contain the existing BelRed Subarea Plan transportation policies along with the staff recommendation to retain, to repeal, or to amend that policy, together with a brief explanation. On November 9, the Transportation Commission reviewed and provided input to draft transportation policy amendments that is reflected in the attachments. Their recommendation and transmittal will be shared with the Planning Commission in the spring.

SCHEDULE & NEXT STEPS

Following these study sessions, staff will provide opportunities for the community to learn about the work to date and provide feedback on key policy moves through Engaging Bellevue and an in-person Open House in January 2024. The full draft of BelRed Subarea Plan policy amendments that staff will bring to the Planning Commission in spring 2024 will be informed by several feedback streams, including board and commission direction, community input, and the FEIS analysis (the FEIS for the Comprehensive Plan Periodic Update is targeted for release in Q1 2024).



ATTACHMENTS

- A. The BelRed Subarea Plan

- B. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Strike underline version)
- C. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Clean version)

Attachment B. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Strike underline version)

Key			
	Repealed Policy		New Policy
	Modified Policy		Retained Policy

Policy #	Policy/Action (New , Deleted, Retained)	Reason for Change/CPPs/Notes
S-BR-51	Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system-network consistent with Figure S-BR.2 (map of system improvements) , that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region.	<p>Project lists and maps are not part of Subarea plans (as they once were). This is primarily due to changing circumstances that may modify a project description, remove a project or add a project – each of these circumstances would require a Comprehensive Plan amendment.</p> <p>Project concepts are listed in the Transportation Improvement Program (2023-2028 TIP, Resolution 10101, updated annually) and the Transportation Facilities Plan (2022-2033 TFP, Resolution 10112) is updated every several years.</p>
S-BR-52	Incorporate natural drainage practices and other opportunities to enhance the natural environment into transportation projects where appropriate, effective and feasible.	Redundant with citywide policy in Volume 1.
S-BR-52-D	Discussion: Transportation projects may include significant opportunities for environmental enhancements, such as improvements in stormwater management or removal of existing fish passage barriers.	Discussions incorporated into preceding narrative.
S-BR-53	Identify and preserve necessary rights of way for the transportation projects identified in this Plan by ensuring that proposed site and building development plans are compatible with the planned transportation system. (See Table BR-1, Bel-Red Transportation Project List.)	<p>Transportation Element, policy TR-53 provides citywide direction.</p> <p>Transportation projects are listed and described in the Transportation Improvement Program (TIP) and the Transportation Facilities Plan (TFP)</p>

Attachment B. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Strike underline version)

Policy #	Policy/Action (New , Deleted, Retained)	Reason for Change/CPPs/Notes
S-BR-54	Design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to citywide and regional travel demand.	The design of arterials and local streets is provided for in the citywide <u>Transportation Design Manual</u> . BelRed-specific design components are included in the <u>BelRed Streetscape Plan</u> (This is Appendix B to the Transportation Design Manual). BelRed Street Development Standards are in the Land Use Code 20.25D.140.
S-BR-55	Extend and expand NE 16th Street <u>Spring Boulevard</u> as a multi-modal corridor that includes vehicular, high capacity transit, and non-motorized travel modes to serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces, and environmentally sensitive design features.	In the BelRed Subarea Plan (2009), this arterial was given the generic name of NE 16th Street. The City Council changed the name of the arterial to Spring Boulevard in March 2014. The next and last segment of Spring Boulevard to be complete is between 124th Avenue NE and 130th Avenue NE.
S-BR-55-D	Discussion: The expansion of NE 16th Street is a lynchpin project for Bel-Red. The extended corridor will be the key east-west arterial connection, tying together much of the new Bel-Red land use. It is also the City's desired location for light rail and high-capacity transit, and for major new pedestrian and bicycle access across the Bel-Red area. The vision for the corridor is ambitious, incorporating all these transportation modes, and including a "linear park" series of open spaces spanning the corridor. These improvements will be designed in a manner that protects wetlands and other critical areas, and to the extent feasible, incorporates natural drainage practices and other elements of environmentally sensitive design.	Discussions incorporated into preceding narrative.
S-BR-56	Develop <u>Provide for</u> local streets <u>through development review</u> to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, connectivity and community character. Minimize crossings of streams and wetlands by local streets; use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity.	Policy reinforces provisions for Local streets in BelRed that are established in the Land Use Code, BelRed Street Development Standards (BCC 20.25D.140) S-BR-56 is two separate policies because there are two policy topics.

Attachment B. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Strike underline version)

Policy #	Policy/Action (New , Deleted, Retained)	Reason for Change/CPPs/Notes
S-BR-56	Minimize crossings of streams and wetlands by local streets; use <u>and provide for</u> environmentally friendly pedestrian and bicycle crossings where needed to provide for local connectivity.	Separate policy to provide for ped/bike crossings of streams that are not on streets. One new street crossing is anticipated, Spring Boulevard between 124th Ave NE and 130th Ave NE.
S-BR-57	Encourage developers to provide garage and service vehicle access via local and secondary streets and alleys. Limit access points rather than along arterial streets.	There are no “secondary” streets or “alleys” defined in the BeRed Subarea Plan or the Land Use Code. Policy intent is to encourage the private sector to develop vehicle access to their new buildings from local streets because arterials have multiple active transportation functions where vehicle access could conflict with active transportation users. This policy intent is implemented through a provision of the Land Use Code (BCC 20.25D.140). This policy intent is also addressed citywide in the Transportation Element, policy TR-60.
S-BR-58	Work with the Washington State Department of Transportation to improve connections to State Route 520 by completing the interchange at 124th Avenue NE, to allow access to and from the east, and to design the project to minimize impacts to adjacent residential neighborhoods.	
S-BR-59	Design Bel-Red arterials and local streets in a manner that contributes to community character, open space, and environmental enhancements.	Design covered by the <u>BelRed Streetscape Plan Appendix B to the Transportation Design Manual</u>
S-BR-60	Include <u>Access, Placemaking, and Storage uses on-street parking</u> where it <u>they</u> contributes to the pedestrian environment and other elements of the desired neighborhood character <u>consistent with the Curb Management Plan</u> .	On-street parking in BelRed is required on certain streets as defined in the Land Use Code (LUC 20.25D.140.E). On-street parking in BelRed is a component of the Curb Management Plan. In the MAPS curb typologies, on-street designation is slightly more extensive on local streets than the Land Use Code.
S-BR-61	Incorporate public access where appropriate and environmental restoration components, such as removal of fish passage barriers and the creation of wildlife passages, in the design and development of roadways that intersect stream corridors.	Move to Transportation Element, <i>Environmental Considerations</i> section, as this policy is applicable citywide. This policy direction also exists in the Environment Element, policy EN-67.

Attachment B. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Strike underline version)

Policy #	Policy/Action (New , Deleted, Retained)	Reason for Change/CPPs/Notes
S-BR-62	Include pedestrian and bicycle facilities in the design of arterials and local streets.	Policy is implemented through the <u>Pedestrian and Bicycle Transportation Plan</u> , the <u>Mobility Implementation Plan</u> , and the BelRed Streetscape Plan.
S-BR-63	Improve pedestrian connectivity and the quality of the pedestrian environment with a <u>comprehensive complete and connected</u> sidewalk and trail system, including through- block pedestrian connections, and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.	Specific pedestrian amenities are determined in the context of public projects and private development to address the needs of specific situations. Policy that lists components is not necessary. BelRed Subarea Design Guidelines in the Land Use Code (BCC. 20.25D.150) provide narrative guidance and illustrative examples.
S-BR-64	Develop a multi-use trail system throughout the Subarea that provides both local and regional connections, including major non-motorized facilities along the extended-NE 16th Street <u>Spring Boulevard</u> , along the West Tributary of Kelsey Creek and other stream corridors, and incorporating the planned regional trail along the BNSF railroad regional <u>Eastrail</u> corridor.	NE 16 th Street is now NE Spring Boulevard.
S-BR-65	Develop multiple access points to the planned BNSF corridor multi-use trail <u>Eastrail</u> corridor.	BNSF corridor is now Eastrail
S-BR-66	Provide grade-separated road crossings of the proposed trail system along the West Tributary of Kelsey Creek, and of other separate trails where feasible.	Spring Boulevard across the West Tributary (between 124 th Avenue NE and 130 th Avenue NE) will be a bridge structure that will accommodate a trail along the creek below, as well as facilities for pedestrians and bicyclists on the bridge itself. Other trail locations suitable for grade-separation have not been identified.
S-BR-67	Work with King County Metro and other <u>transit service</u> providers to serve emerging new land uses ensure the light rail stations in the Bel-Red Subarea are well connected by bus and shuttle services, and to connect to and support future light rail or alternative forms of high capacity transit, including: a. Enhance conventional transit service throughout the Bel-Red Subarea; b. Provide a level and type of service that, to the extent feasible, emulates high capacity transit in future light rail station areas, as an	Specific emphasis added to BelRed for bus connections to light rail. Collaboration with transit service providers is thoroughly covered in citywide policy. Transportation Element: TR-67, TR-69, TR-70, TR-71, TR-72, TR-73, TR-77, TR-80, TR-81, TR-82, TR-83, TR-87, TR-89, TR-94, TR-96, TR-98, TR-103.

Attachment B. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Strike underline version)

Policy #	Policy/Action (New , Deleted, Retained)	Reason for Change/CPPs/Notes
	interim measure in advance of light rail operations; and c. Provide transit feeder service from other Bellevue neighborhoods into transit-oriented development nodes at future light rail stations.	
S-BR-68	Work with Sound Transit to realize the City's preferred light rail route, alignment and station locations, as shown in Figure S-BR.2. Support the development of light rail stations in the vicinity of Overlake Hospital Medical Center, 122nd Avenue NE/NE 16th Street, and 130th Avenue NE/NE 16th Street.	Dated – complete.
S-BR-69	Include transit supportive improvements, such as transit shelters, wayfinding signage, and other features through a combination of public investments and a regulatory framework applicable to private development.	Mobility Implementation Plan (Resolution No. 10085) identifies components at and near bus stops intended to support transit rider comfort, access and information. These components may be implemented through private development or in partnership with transit service providers.
S-BR-70	Work with Sound Transit to determine the need for a future light rail maintenance facility in Bel-Red, and if needed, to locate it where compatible with planned land uses and transportation facilities and services.	Dated – complete.
S-BR-71	Implement a transportation demand management program to reduce Bel-Red single-occupancy trip demand, and increase the share of trips utilizing transit, carpools and vanpools, and pedestrian and bicycle options.	Transportation Demand Management policies for citywide application are included in the Transportation Element, policies TR-8 through TR-19.
S-BR-72	Support the development of a Transportation Management Association in the Bel-Red Subarea to assist employers in providing commute options for employees.	
S-BR-73	Manage the parking supply and consider establishing maximum parking requirements to encourage the use of transit, car/van pool, and non-motorized commute options.	Parking requirements in the Land Use Code have changed over time, particularly in areas that are well supported by transit. This policy would support the continued analysis and evolution of parking requirements.

Attachment B. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Strike underline version)

Policy #	Policy/Action (New , Deleted, Retained)	Reason for Change/CPPs/Notes
S-BR-74	Promote the development and management of parking supply to encourage the use of transit, car/van pool, and non-motorized commute options, recognizing that in areas with compact, transit-oriented design, a surplus of parking and/or poorly designed parking detracts from the pedestrian environment and the ability of the area to maximize travel choices.	Parking supply, including bicycle parking, and the design thereof is a provision of the Land Use Code (BCC 20.25D.120).
S-BR-75	Develop and implement strategies to minimize neighborhood cut-through traffic associated with Bel-Red development. Monitor the outcomes of these efforts and make adjustments as needed to ensure their effectiveness.	Neighborhood traffic issues and concerns are addressed at a policy level in the Transportation Element (TR-149-TR-157) and projects are identified and implemented through the Neighborhood Traffic Safety Services Program, the intent of which is to: <ul style="list-style-type: none"> • Discourage excessive speed, • Minimize cut-through traffic, • Reduce overflow parking, and • Encourage walking and biking.
S-BR-39	Promote the development of “green streets” throughout the corridor <u>consistent with the BelRed Streetscape Plan, Appendix B in the Transportation Design Manual.</u>, with an abundance of street trees and areas of landscaping to improve and reduce the amount of stormwater runoff, be aesthetically pleasing, and provide an attractive pedestrian experience.	Moved from Parks and Open Space section.

Bel-Red Subarea Plan Proposed Policy Changes

Policy / Section	Current Language	Proposed Language (changes highlighted)
POLICIES		
S-BR-5	Develop land uses consistent with the Bel-Red Land Use Plan map (Figure S-BR.1).	<i>Note: Keep language as-is but see proposed changes to Bel-Red Land Use Plan map (Figure S-BR.1).</i>
S-BR-6	Concentrate the majority of future Bel-Red growth into a series of mixed use, pedestrian-friendly and transit-oriented development nodes, with higher density and height therein, as enabled through a land use incentive system. Within each node, provide for tiered building heights, with maximums at the center	Concentrate the majority of future Bel-Red growth into a series of mixed use, pedestrian-friendly and transit-oriented development nodes, with higher density, height, and wide range of residential, commercial, and retail therein, as enabled through a land use incentive system. Within each node, provide for tiered building heights, with maximums at the center
S-BR-7	<p>Implement a land use incentive system that makes available additional floor area ratio (FAR) and height in exchange for infrastructure and amenities that contribute to the public good.</p> <p><i>**Discussion: As in the Downtown Subarea, a land use incentive system is a cornerstone of implementing this Plan. Base as-of-right FARs and heights are established at levels significantly below the maximums, with higher levels achieved only by providing public benefits through features such as public open space, trails, environmental enhancements, affordable housing, and other public amenities.</i></p>	<p>Implement a land use incentive system that makes available additional floor area ratio (FAR), allowed uses, and height in exchange for infrastructure and amenities that contribute to the public good.</p> <p><i>**Discussion: As in the Downtown Subarea, a land use incentive system is a cornerstone of implementing this Plan. Base as-of-right FARs and heights are established at levels significantly below the maximums, with higher levels achieved only by providing public benefits through features such as public open space, trails, environmental enhancements, affordable housing, and other public amenities. Provide flexibility on a site-by-site basis in the type and amount of incentives made available to a site, in exchange for various public benefits provided. This is in recognition of the fact that a one-size-fits-all approach in the Bel-Red Subarea is unlikely to best achieve the Subarea's goals due to the wide variety of site sizes, existing uses, critical area impacts, and other site-specific constraints.</i></p>
S-BR-11	Encourage commercial and residential building siting and design to incorporate stream corridors as a significant on-site amenity, while helping to restore and enhance the ecological functions of these corridors, through the use of development regulations and incentives.	Encourage commercial and residential building siting and design to incorporate stream corridors as a significant on-site amenity, while helping to restore and enhance the ecological functions of these corridors, through the use of development regulations and incentives. Allow sites located in nodes that contain more than 300 feet of a stream corridor an increase in commercial density in exchange for restoring and enhancing the ecological function of its stream corridor.
URBAN DESIGN		

S-BR-22	<p>Promote parking design and management that supports local uses in a manner compatible with the area’s urban design, transit and pedestrian orientation, including:</p> <ul style="list-style-type: none"> a. Encourage shared parking; b. Encourage structured parking as opposed to surface parking, particularly in identified development nodes; c. Prohibit surface parking between buildings and sidewalks where appropriate, and provide visual screening and/or landscaping relief of surface parking where it occurs; and d. Allow reduction of parking supply in transit development nodes. 	<p>Promote parking design and management that supports local uses in a manner compatible with the area’s urban design, transit and pedestrian orientation, including:</p> <ul style="list-style-type: none"> a. Encourage shared parking; b. Encourage structured parking as opposed to surface parking, particularly in identified development nodes; c. Prohibit surface parking between buildings and sidewalks where appropriate, and provide visual screening and/or landscaping relief of surface parking where it occurs; and d. Allow significant reductions of parking supply in transit development nodes for all uses.
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ENVIRONMENT

S-BR-26	<p>Promote the rehabilitation of streams and their adjacent riparian corridors, through a combination of public investments and private development incentives, as a means to enhance the natural environment and provide multiple public benefits. Provide land use incentives to achieve stream protection and rehabilitation that goes beyond what can be achieved through application of the city’s critical area regulations, including building setbacks of up to 100 feet in specific locations, to provide enhanced stream buffers.</p> <p><i>**Discussion: Bel-Red’s six streams are a major part of the area’s natural legacy. Rehabilitation of the streams will bear multiple benefits for the environment, for BelRed properties where nearby streams can become a significant area amenity, and for the wider Bellevue community. These benefits include improved water quality, habitat enhancement, stormwater and flood control, human use buffering, aesthetic enhancements, noise attenuation, and potential trail access where easements are available.</i></p>	<p>Promote the rehabilitation of streams and their adjacent riparian corridors, through a combination of public investments and private development incentives, as a means to enhance the natural environment and provide multiple public benefits. Provide land use incentives to achieve stream protection and rehabilitation that goes beyond what can be achieved through application of the city’s critical area regulations. Encourage private development on sites containing streams and riparian corridors as the most expeditious means to mitigation. Work with sites impacted by critical area regulations to allow variances from existing setback and buffer regulations in instances where existing regulations would otherwise prevent any mitigation or rehabilitation from occurring at all. Rely on best available science to achieve both on and off site mitigation.</p> <p><i>**Discussion: Bel-Red’s six streams are a major part of the area’s natural legacy. Rehabilitation of the streams will bear multiple benefits for the environment, for BelRed properties where nearby streams can become a significant area amenity, and for the wider Bellevue community. These benefits include improved water quality, habitat enhancement, stormwater and flood control, human use buffering, aesthetic enhancements, noise attenuation, and potential trail access where easements are available. The mitigation and rehabilitation of these six streams will take various forms depending on the specific site on which they lie. Adhering to all existing critical area regulations will not be feasible on all sites. It will be essential to not let</i></p>
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		<i>a proposed private development's inability to meet all critical area regulations become a roadblock preventing any mitigation and rehabilitation from occurring. Variances to critical area regulations should be encouraged as a means to ensure that these six streams are indeed rehabilitated rather than left in their existing condition for the foreseeable future.</i>
HOUSING		
S-BR-40	Encourage a diversity of housing types, from high density, multistory housing in transit nodes, to medium density housing outside nodes, to other innovative housing forms, such as live/work and work/live units	We are in a housing crisis. Encourage density throughout the Bel-Red Subarea. The highest density (minimum 6.0 FAR) should be encouraged around all transit nodes. Outside nodes, density no less than 4.0 FAR should be allowed outright. A diversity of housing types, focused on mid-rise (up to 8 stories) should be encouraged throughout the subarea, with high-rise when feasible, and innovative housing forms, such as live/work and work/live units incorporated as well.
TRANSPORTATION		
S-BR-56	Develop local streets to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, connectivity and community character. Minimize crossings of streams and wetlands by local streets; use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity.	<ul style="list-style-type: none"> • Prioritize pedestrian and bicycle connectivity, especially within development nodes, and minimize vehicular traffic. Vehicular traffic should be directed to major east/west and north/south arterials, and local vehicular access within sites should be designed to reduce vehicular interaction with pedestrians and bicyclists. • Encourage site specific design of vehicular access to promote pedestrian connectivity, to allow for pedestrian thru block connections, while emphasizing continuity, connectivity and community character. • Within large sites, encourage organic forms of connectivity across the site, rather than static grids. • Minimize crossings of streams and wetlands by local streets, prioritizing crossings for major arterials or green streets only, as needed to establish a practical and well functioning grid. Use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity. • In instances where sites build more street and public infrastructure than is required based on the development's impact, those sites should be

		<p>compensated and/or receive FAR bonuses to help offset the impact, otherwise this infrastructure will never be constructed.</p> <p>Allow staff discretion to review street improvements on a site-by-site basis through development review, and to grant deviations and alternate designs that are feasible to build.</p>
IMPLEMENTATION		
S-BR-83	<p>Encourage master planned developments and other processes that better coordinate and integrate this Subarea Plan's objectives rather than individual development of small parcels. Consider mandatory use of master planned development approval for large sites, to facilitate site planning for vehicle access and pedestrian needs.</p>	<p>Encourage master planned developments and other processes that better coordinate and integrate this Subarea Plan's objectives rather than individual development of small parcels. Consider mandatory use of master planned development approval for large sites, to facilitate site planning for pedestrian connectivity, vehicle access, and the promotion of one or more of the Subarea Plan's main objectives.</p> <p><i>**Discussion: Master planning review of large sites should focus on promoting one or more, but not necessarily all, of the Subarea Plan's main objectives, depending on which objectives the specific site is best suited to promote. It will be more important to achieve excellent outcomes in one or two objectives on a specific site, rather than attempting to have all sites meet all objectives, which will result in less total sites redeveloping due to infeasibility.</i></p>
NEIGHBORHOODS/DISTRICTS		
Development Nodes	<p>The nodal development pattern concentrates development in the vicinity of potential future light rail stations, generally within a quarter-mile radius. Development nodes are located in the vicinity of Overlake Hospital, at 122nd Avenue NE, at 130th Avenue NE, and at 152nd Avenue NE (with a station in Redmond). These nodes would be mixed-use in nature, with a high level of pedestrian access and amenities. Land use intensities in these nodes can reach a maximum development intensity of 4.0 FAR, but only through participation in an incentive system that provides public amenities in exchange for higher densities. Maximum building heights vary by development node, with the highest allowed heights near the center of the nodes. As with intensity, these maximum heights above the base zoning height limits</p>	<p>The nodal development pattern concentrates development in the vicinity of potential future light rail stations, generally within a quarter-mile radius. Development nodes are located in the vicinity of Overlake Hospital, at 122nd Avenue NE, at 130th Avenue NE, and at 152nd Avenue NE (with a station in Redmond). These nodes would be mixed-use in nature, with a high level of pedestrian access and amenities. Land use intensities in these nodes can reach a maximum development intensity of 6.0 FAR, but only through participation in an incentive system that provides public amenities in exchange for higher densities. Maximum building heights vary by development node, with the highest allowed heights near the center of the nodes. As with intensity, these maximum heights above the base zoning height limits are allowed only through participation in the amenity incentive system.</p>

	are allowed only through participation in the amenity incentive system.	
S-BR-88	<p>Provide for a mix of housing, retail and services in this area, with an emphasis on housing; include a pedestrian-oriented retail area along 130th Avenue NE. Potential height in the center of this node may reach 150 feet, and up to 125 feet in the perimeter.</p> <p><i>**Discussion: This area is envisioned as a predominantly residential neighborhood with an active retail street at its core. With its focus on residential uses, this area represents a key opportunity to develop a range of housing types and densities. An urban plaza located near 130th Avenue NE will serve as a "town square".</i></p>	<p>Provide for a mix of housing, commercial, retail and services in this area, with an emphasis on housing on all sites and a mix of commercial and residential on large sites. Include a pedestrian-oriented retail area along 130th Avenue NE. Height within a quarter mile of the center of this node may reach 250 feet, and up to 150 feet in the perimeter.</p> <p><i>**Discussion: This area is envisioned as a predominantly residential neighborhood, anchored by commercial on the largest sites, with an active retail street at its core. With its focus on residential uses, this area represents a key opportunity to develop a range of housing types and densities. An urban plaza located near 130th Avenue NE will serve as a "town square". The largest sites in this node, those in excess of 5 acres, present a unique opportunity to anchor the node by providing a higher density of commercial, allowing the node to thrive during the day from the influx of workers, and continue to thrive well into the evening as residents return home. This worker/resident activity throughout the day is essential to support the node's active retail street at its core.</i></p>

From: [Jodie Alberts](#)
To: [PlanningCommission](#)
Cc: [Jessica Clawson](#); [Joe Fain](#); [Gavin Haines](#)
Subject: PLUSH Comments re: Planning Commission Mtg (12/13)
Date: Tuesday, December 12, 2023 2:46:59 PM
Attachments: [image001.png](#)
[PLUSH Letter Planning Commission Mtg 12.13.2023.pdf](#)

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Planning Commissioners,

Please find the attached letter in response to the materials for tomorrow's commission meeting. We appreciate the opportunity to give input and for your consideration.

Best,
Jodie

Jodie (Chavez) Alberts | Vice President of Government Affairs

Bellevue Chamber of Commerce

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330 112th Ave. NE, Suite 100, Bellevue, WA 98004





PLUSH COMMITTEE

Permitting, Land Use, Sustainability, & Housing

bellevuechamber.org

425-454-2464

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December 12, 2023

Planning Commission
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009

Re: Tree Regulation LUCA and the BelRed Comprehensive Plan Amendments

Dear Chair Bhargava and Commissioners,

On behalf of the Chamber's PLUSH Committee, we appreciate the opportunity to send comments regarding the Commission's work on both the tree regulation LUCA and the comprehensive plan amendments for the BelRed subarea. We request that you consider incorporating the below suggestions into your own comments and recommendations for City staff.

Tree Canopy Code

Adequate tree canopy in Bellevue is necessary to accomplish our environmental stewardship goals and achieve our "City in a Park" vision. The City recently announced that Bellevue increased its tree canopy percentage, reaching the established goal of 40%, and increased its tree canopy by 450 acres since 2011. We are proud that we as a community have reached this milestone and are adding to our tree canopy annually. For more information, visit: <https://bellevuewa.gov/city-government/departments/community-development/environmental-stewardship/trees-open-space>

Since tree canopy is a priority, we ask the Commission whether making changes to the tree code is wise when the current code is meeting the City's goals and continually adding to the tree canopy. In addition, we also request that the Commission consider striking a balance between dense urban development and the tree code. The Planning Commission has worked diligently in creating policies to properly prepare for the growth Bellevue anticipates in the coming decades. As part of this growth, it is necessary to develop or re-develop areas of our city. Areas such as Downtown, Wilburton, and Bel-Red are key locations for building capacity for current and future residents. Redevelopment of these areas should be utilized to add tree canopy. If these areas cannot be redeveloped because of tree preservation codes, they will: a) never add tree canopy through redevelopment, and b) contribute to urban sprawl, which requires more land to accommodate growth and increases greenhouse gas (GHG) emissions.

Bellevue must build smart to achieve broader sustainability. For example, increasing density around transit will help to decrease GHG emissions, while providing more affordable housing options, but only if designated growth areas can be fully developed. We ask that the Commission ensures that parks and rights-of-way prioritize tree canopies; these and other City-owned and less dense areas should have

higher percentages of canopy than growth areas. We also believe that tree significance should be based on tree species and tree health, and that the Commission should look to other cities' tree requirements as guidance. As an example, a 24-inch holly tree (which is invasive) should not be treated the same as a 24-inch Western Red Cedar tree. In addition, trees that are unhealthy or will be impacted by right-of-way or sidewalk development should be able to be easily removed.

Finally, we ask that the Commission consider incentives for retaining significant and landmark trees. For comparison, Seattle allows for a 0.5 FAR bonus and a 10-foot height bonus in exchange for retaining such trees. Incentives go a long way in encouraging development to incorporate existing trees in new development.

BelRed Comprehensive Plan Amendments

Staff have supplied several transportation policy amendments to the BelRed subarea plan. One noticeable change was removing most references to arterials. The reason for most of these changes was due to these items also being included in the Transportation Design Manual (TDM). We ask that the Commission keep in mind that the Comprehensive Plan and the TDM serve distinct purposes; the Comp Plan addresses the reasons why items like arterials should be maintained and improved, while the TDM and the Transportation Facilities Plan establish how this should be achieved and funded. BelRed, in particular, must include arterial development as a goal outlined in the Comprehensive Plan.

Additionally, S-BR-56 outlines the need to establish a new street grid. While this is certainly a necessity, we urge the City to allow for flexibility regarding the street grid. Street grids cannot have a one-size-fits-all approach as different areas necessitate different needs. Transportation Staff at the November 9 Transportation Commission meeting stated that they would be presenting a Bel-Red comprehensive plan policy that directly allows for such flexibility; we are not seeing that language in this document and it is essential that it be included.

Finally, there are several references to multi-use trails through stream corridors. The Bike Bellevue Plan and the TFP do not include these multi-use trails. In addition, the critical areas ordinance would not permit multi-use trails to be constructed in stream buffers. For transparency, proper public outreach, and planning consistency, these multi-use trails should be depicted in all appropriate City planning documents, so that the ultimate build-out of BelRed and the City is clear to everyone.

We appreciate your attention on this matter. Thank you for your continued dedication to improving Bellevue through your service.

Sincerely,



Jodie Alberts
Vice President, Government Affairs



Jessica Clawson
PLUSH Committee Chair

From: [Jessica Clawson](#)
To: [PlanningCommission](#)
Subject: Comment re December 13 agenda
Date: Tuesday, December 12, 2023 4:33:32 PM
Attachments: [Planning Commission letter December 12 2023.pdf](#)
[Transportation Commission letter November 9 2023x.pdf](#)

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Dear Planning Commission,

Please see the attached letter, including a letter I sent to the Transportation Commission on November 9 regarding Policy BR-56. Thank you for your consideration.

Jessica M. Clawson
McCULLOUGH HILL PLLC
701 Fifth Avenue, Suite 6600
Seattle, Washington 98104
Direct: 206-812-3378
Cell: 206-313-0981
jessie@mhseattle.com
www.mhseattle.com

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McCULLOUGH HILL PLLC

December 12, 2023

Bellevue Planning Commission
450 110th Avenue NE
Bellevue, WA 98040
planningcommission@bellevuewa.gov

VIA EMAIL

Re: December 13, 2023 meeting comments

Dear Commissioners:

Thank you for the opportunity to comment regarding the items on your December 13 agenda.

I would like to address several items regarding the planning commission agenda today on behalf of myself and several clients:

- **Planning Commission Bylaws—public comment timing.** The Commission’s bylaws require each public commenter to be allowed 3 minutes to speak, and group representatives 7 minutes to speak. This is a very long speaking period; most people can convey what they need to convey within 1-2 minutes. During meetings when there are many public commenters, the bylaws limit the number of people who can speak during the time-limited public comment period. Other jurisdictions allow the chair to reduce the time each person can speak so that more people overall may be heard. Consider adding the following:
Article VII—Public Comment. C. Public hearings. New Section 10. **The Chair may adjust any speaker or applicant’s time to no less than one (1) minute should the total number of public commenters warrant an adjustment.**
- **Tree Policies.**
The City’s Tree Assessment shows that the current tree code is working. The City is meeting its tree canopy goal of 40% coverage for the first time since the assessment began. The City added 450 acres of new tree canopy since 2011. For context, the Bel-Red subarea is 900 acres in area—so half of the Bel-Red planning area was added in tree canopy! The City should celebrate this win and consider whether the tree code is something that should be changed if it is working.

As the Commission discusses tree policies, consider that redevelopment and the addition of density will be critical in adding tree canopy. If significant tree definitions are changed such that trees located in surface parking lots cannot be easily removed for redevelopment, this will get in the way of redevelopment / density in growth areas, and will stop the addition of tree canopy on the site. Tree ordinances are often used by opponents of dense urban development to stop growth.

If the City is concerned about heat island effects, then redevelopment of Bel-Red, where there is only 13% tree canopy and a large heat island effect from traditional roofs and surface parking lots, should be prioritized. Green roofs should be incentivized for development, and the addition of tree canopy in rights-of-way should be required.

The City should also prioritize City-owned land for addition of tree canopy. This is property the City controls—the City of Bellevue is the largest property owner in the City via parks and right-of-way.

Finally, tree retention and going beyond required amounts of trees in redevelopment should be incentivized. Seattle gives 0.5 FAR density bonus and a 10-foot height bonus for retaining significant trees. Bellevue should adopt this approach and consider density bonuses for adding more tree canopy than required.

- **Bel-Red Transportation Policies.**

BR-56. At the November 9 Transportation Commission, transportation staff stated that they would be returning with “flexibility language” regarding street grids. I have attached my letter to the Transportation Commission regarding these policies, and I’m not seeing new flexible language in these policies. As the Commission is aware, the street grid, while well-meaning, was drawn without regard to property ownership boundaries, streams, and zoning boundaries. A lack of flexible language has resulted in rigid application of street grid requirements when they are not warranted given development conditions. In addition, road infrastructure is very expensive to build and adds to the cost of building housing. Offsets / incentives should be considered for developers taking on this large burden. Consider adding the following language:

S-BR-56.a: “Provide for local streets and other pedestrian connections through development review as one method to achieve to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, pedestrian connectivity, and community character. In cases where connections are not feasible, development staff should exercise flexibility in review, with a focus on pedestrian connectivity.”

SR-BR-56.b (no change)

NEW SR-BR-56.c: Incorporate development incentives into the Land Use Code to assist in offsetting the cost of local street and pedestrian connection infrastructure.

BR-57. Like downtown, “alleys” should be a defined term in the Land Use Code. This would allow for flexibility in street standards and the street grid, such that large parcels can provide “alleys with addresses” just like downtown for access to and from buildings, rather than access from arterials. This policy appears to be drafted based on the current Land Use Code, rather than a future Bel-Red code, which absolutely should include alleys. A more urban solution (like in downtown) is to include alleys; Bel-Red currently only has two street types—local street and arterials. Dynamic urban environments need things like alleys; please direct staff to amend the language in BR-57 in the following manner: Encourage developers to provide garage and service vehicle access via local streets and alleys rather than along arterial streets.

In addition, the Bel-Red Streetscape Plan and the Transportation Design Manual should be amended to create standards for alleys.

BR-64. A multi-use trail system within stream corridors is not depicted in any approved plan that I am aware of. Similar to BR-62, which was deleted, multi-use trail systems should be depicted in the Pedestrian and Bicycle Transportation Plan, and the Mobility Plan. For full transparency, the ultimate build out of the transportation network should be very clear to the public and commission, and adding a multi-use trail outside of this framework should not be encouraged. Finally, it is not clear that the City’s critical areas ordinance would allow for the construction of a multi use trail within a stream corridor, when the City is also considering widening its stream buffers to 100 feet on each side. The City should consistently apply its buffers to trails and development alike, and should not create an expectation with this policy that a multi-use trail will be realized within the stream corridor areas.

Thank you for your consideration of my comments and please do not hesitate to contact me if you have any questions.

Sincerely,

/s

Jessie Clawson

McCULLOUGH HILL PLLC

November 9, 2023

Bellevue Transportation Commission
450 110th Avenue NE
Bellevue, WA 98040
transportationcommission@bellevuewa.gov

VIA EMAIL

Re: Bel-Red Look Forward Comprehensive Plan Policies

Dear Commissioners:

Thank you for the opportunity to comment regarding the Bel-Red Look Forward Comprehensive Plan policies. We represent several property owners in the Bel-Red neighborhood. We are writing to voice concern regarding proposed policy S-BR-56.

As you may be aware, a street grid system is adopted as Figure S-BR.2 in the Bel-Red Transportation Plan and is further adopted in BLUC 20.25D.140.A as a land use code requirement. We understand that one of the main reasons for adopting the street grid map in the initial Bel-Red plan was to break down larger block sizes. The street grid was laid out on the Bel-Red neighborhood without correlation to property ownership, zoning boundaries, or other considerations of the current built environment. As Bel-Red has begun to develop, the Bel-Red street grid has been stringently applied to development projects; however, in many cases the street grid map roads run through places where roads cannot be built, like steep slopes, across streams, or in places where they will dead end into existing buildings. The application of the street grid system has unfortunately been a source of frustration and has not made a lot of practical sense in many cases.

To this end, it appears that the current proposal for policy S-BR-56 and the street grid is to maintain the status quo. We suggest this would be a mistake, and would hamstring many of the other goals the City has in its future long-range planning for Bel-Red. We ask that the Transportation Commission keep the following principles in mind when reviewing these and other Bel-Red related transportation policies:

- If breaking down block sizes is an urban design concern, there are methods to achieve this other than requiring the provision of full-width local streets. Design review guidelines and other zoning considerations should be used here rather than the requirement that roads blanket a neighborhood that includes no fewer than three light rail stations. Walkability should be prioritized rather than the building of large new roads.
- The goals should specifically allow for development services/transportation staff to exercise discretion and flexibility. In many cases roads that are shown in Figure S-BR.2 are not warranted and would not create a necessary road network. Figure S-BR.2 must be revised with transportation in mind rather than a sole focus on urban design principles. It must also be revised based on the fact that there are now three light rail stations in the vicinity.
- The goal should also call for development incentives to help pay for infrastructure. The cost is currently borne 100% by individual developments, adding to the cost of producing housing in Bellevue.

We urge the Commission to consider revising the policy to state:

Bel-Red Policy S-BR-56
December 12, 2023
Page 2

S-BR-56.a: “Provide for local streets and other pedestrian connections through development review as one method to achieve ~~to establish a new grid system with~~ smaller block sizes, particularly in development nodes; emphasizing continuity, pedestrian connectivity, and community character. In cases where connections are not feasible, development staff should exercise flexibility in review, with a focus on pedestrian connectivity.”

SR-BR-56.b (no change)

NEW SR-BR-56.c: Incorporate development incentives into the Land Use Code to assist in offsetting the cost of local street and pedestrian connection infrastructure.

We appreciate the opportunity to comment. Please do not hesitate to contact me should you have any questions regarding this matter.

Sincerely,

/s

Jessie Clawson

From: [Fred McConkey](#)
To: [PlanningCommission](#)
Cc: eden@bandrehearsal.com; [Fred McConkey](#); [Fred McConkey](#)
Subject: Written Comments for 12/13/2023 Planning Commission Meeting
Date: Tuesday, December 12, 2023 9:21:31 PM
Attachments: [image001.png](#)
[BelRed and Main Street.docx](#)

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To: City of Bellevue Planning Commissioners:

My name is Fred McConkey, and I am on the board of the Bellevue Arts District (BRAD). Our website is www.BelRedArtsDistrict.org

On the webpage, click Discover, and you will see a map of all of the "Arts" businesses currently located in Bel-Red. There are an amazing number of arts businesses already there.

The problem is that as the area redevelops, these older buildings with "Arts" tenants will be demolished and replaced by 5-6 story apartment buildings with ground level retail. Current tenants in this market pay about \$18 psf/net, and many are barely able to make it at today's market rents. When these buildings redevelop, the ground level retail spaces are likely to cost \$38-\$40 psf/net. This is the market rate for ground level retail in new apartment/condo buildings on Bellevue's Main Street.

The small "Art" tenant, will be priced out of the market. They cannot pay \$40 psf in rent and stay in business.

I am a commercial real estate developer, and former Mayor of Hunts Point (1998-2013). I have studied affordable housing credits and how Cities can create a zoning code that provides a "bonus" or benefits to developers that do what the city wants to accomplish.

My idea is, can the City create a "bonus" in the Bel Red District, where if the developer provides ground level retail space at say 50% of market rent to qualified "arts" businesses, then the developer would get some

bonus, say be allowed to build 10% more apartments. It would have to be enough of an incentive, that developer would break even or profit in providing discounted retail rent in exchange for more apartments to rent.

The Bel Red Arts District is a functioning entity, and we will get stronger over time. We plan to work with these businesses and get to know them. The “Arts” tenants would need to be certified/approved by the BRAD board that they are a legitimate arts business, are financially viable, would make a good tenant, and would be a positive business for Bellevue Arts District in order to get discounted rent.

Art businesses generally do not make much money. Rather than expand the Bel-Red Arts District with light rail and redevelopment, these small businesses will be forced out of the market without some sort of subsidy.

If there is interest in this idea, I'd be happy to meet with you to discuss possibilities.

I am at my daughters Christmas program tonight, or I would have been there to make a public testimony.

Sincerely,

Fred McConkey



Fred McConkey
McConkey Development Company
(425) 922-1550 cell
Fred@McConkeyDev.com
www.McConkeyDev.com

Business District Support

2023 and 2024

OVERVIEW AND OBJECTIVES

The City of Bellevue (“City”) partners with place management organizations in order promote, activate, and support business districts across the city.

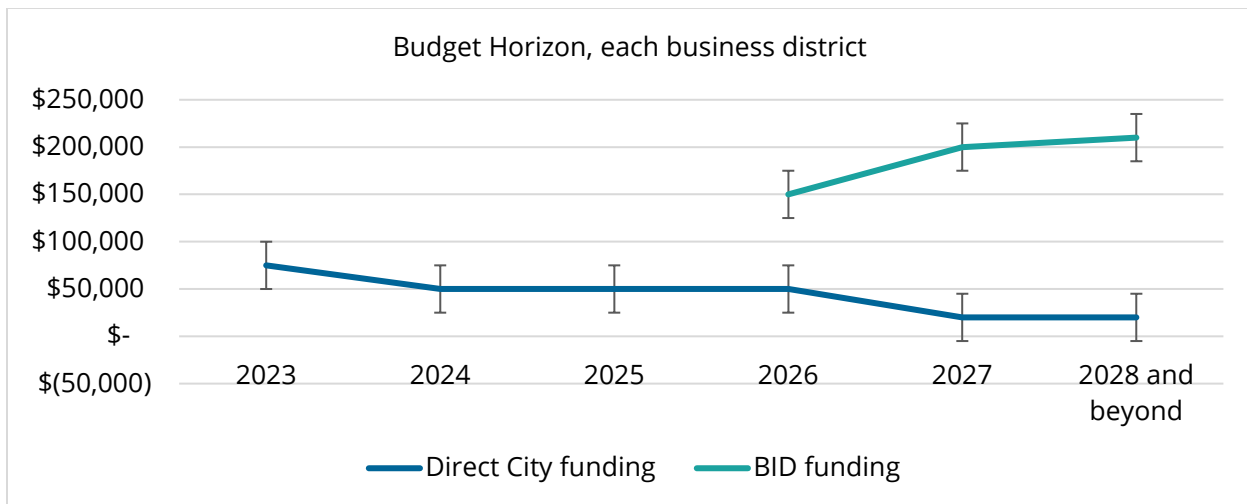
Our goals with this work are to support citywide economic development objectives, including:

- Increasing consumer spending and associated tax revenue.
- Retaining small businesses and jobs.
- Encouraging visitation and leisure.
- Supporting and developing our arts, culture, and entertainment sector.
- Increasing private-sector support for management of public space.

District	2023 Budget (Phase 0-1)	2024-2026 Budget (Phase 2)
Main Street	\$50,000 - \$100,000	\$150,000
BelRed Arts District	\$50,000 - \$100,000	\$150,000
Total	\$100,000 - \$200,000	\$300,000

As the support for business districts through this work is meant to be an on-ramp into a self-managed business improvement district (BID) model, City funding will gradually ramp down over time as a business improvement district or similar structure is launched in each district.

After the BID is formed, nominal ongoing funding from the City will still be required to manage the BID area, in addition to staff resources associated with BID assessment and collection, public space management, and economic development support. However, this will be less than what will be required during the formation phase for the district.



This chart is conceptual only and depends principally on BID formation progress. It does not imply a certain level of support at a given time—the City is free to cut off support at its sole discretion.

SCOPE OF WORK

The scope for this project will comprise two to three phases, depending on the district and the level of early-stage development work required.

Recovery Lens

This work will support small business recovery by supporting the long-term fiscal and strategic sustainability of organizations which support small business resilience.

Phase 0: Forming (or *Re-Forming*)

In **Phase 0**, the City will assist the place management organizations in “forming” or “re-forming”—registering with the State of Washington, obtaining the appropriate 501(c) status (generally 501(c)3 or 501(c)6), creating a website and claiming social media accounts, and creating bank accounts and other essential basic work.

Goals:

- Create the administrative foundation which will enable future work.
- Set the expectation with district organizers that the administrative functions of the organization must be central to their development.

Timeline:

- Q1-Q2 2023

Budget:

- Up to **\$35,000** for each district to assist with any filing fees, early marketing work, 1:1 legal advising, or working with an accountant to “go through the books.”
 - BelRed: legal advising, accounting setup, insurance,
 - OBMA: insurance?

Contract:

- City to consultant – on behalf of the organization.

Phase 1: Storming and Norming

In **Phase 1**, the City will contract with an outside partner to help each place management organization develop a shared vision and 2- to 3-year strategic plan for the organization. Each strategic plan document would reflect the perspectives of the district’s key stakeholders and set out key goals that are broadly shared in the district.

Goals:

- Create a broadly shared set of specific, measurable action items that address marketing and events, placemaking, business and economic development, and, as needed, “clean and safe.”

- Craft a vision which the key community stakeholders will buy into, increasing engagement and allowing the organization to become more self-sustaining over time.
- Identify actions to strengthen each organization, including additional business, resident, and community outreach, membership dues, sponsorships, partnerships, paid or volunteer staff, and/or establishment of business improvement districts (BIDs).
 - May include early BID feasibility study work.

Timeline:

- Q2 through Q4 2023

Budget:

- Up to **\$60,000** for each district for a direct contract with a strategic planning and group facilitation consultant.

Contract:

- City contract with a strategic planning consultant? On organization's behalf? [Three-party agreement?](#)

Phase 2: Performing

In **Phase 2**, the City would sign an MOU with each place management organization independently to assist in implementation of the district's strategic plan. The goal would not be to directly fund the implementation of each item in each plan, but to showcase the city's backing for the district's vision and plan—and achieve key City of Bellevue policy objectives.

Goals:

- Begin implementation of each organization's strategic plan to showcase the community's vision and drive further public support, building critical mass.
- Create an expectation around level-of-service and the resources required. Showcase the power of place management activities to improve small business revenue, guest visitation, resident experience, and quality of life.
- Create a memorandum of understanding (MOU) with the City, outlining the expectations and obligations of each party.
- Develop support for establishment of business improvement districts (BIDs).
- Ideally, limit or disallow funding for consumables or items that do not have a long-term purpose.

Timeline:

- Starting in 2024

Budget:

- Approximately **\$150,000** for each district over multiple years (for example, 2024-2026).

Contract:

- City contract directly with the organization.

PROJECT ORGANIZATION AND STAFF

This project will utilize existing staff resources and should not require extensive internal support.

Role	Individual
Client	
Sponsor	
Project Manager (Main Street)	Anthony Gill
Project Manager (BelRed)	Lorie Hoffman

WHAT DOES A BUSINESS DISTRICT DO?

Based on best practices in business district development, this program supports districts in creating and implementing action plans to provide services that meet five core community needs:

- **Organization.** Development of the business district organization, including strong representation of residents, property owners, business owners, and others with a common vision for the area.
- **Marketing and events.** A consistent and positive marketing program that includes both in-person programs and online marketing through social media.
- **Placemaking.** Improvement of physical spaces, including features like tables, chairs, banners, directional signage, and public art. This strategy involves a combination of active, operational work and more long-term, strategic real estate development work.
- **Business and economic development.** Assistance to new businesses interested in locating in the business district and existing businesses which may assistance as the area develops.
- **Clean and safe.** Daily operations to ensure that the district remains clean and welcoming to everyone. This may include trash pickup and graffiti removal services, for example.

From: [Zion Napier](#)
To: [PlanningCommission](#)
Cc: [Permits](#)
Subject: Re: SMP Periodic Review
Date: Wednesday, December 13, 2023 11:26:37 AM

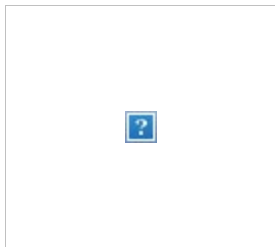
You don't often get email from zion@seabornpiledriving.com. [Learn why this is important](#)

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

Hello,

I wanted to follow up on this and see if there was any info that you could provide.

Best wishes,



ZION NAPIER
LEAD PERMIT TECH
O (206) 236-1700
E ZION@SEABORNPILEDIVING.COM
W SEABORNPILEDIVING.COM
[OUR VIDEO](#) | [FOLLOW US](#)

On Fri, Dec 8, 2023 at 11:45 AM Zion Napier <zion@seabornpiledriving.com> wrote:

Hello,

My team is looking into when we may expect to see any updates to the SMPs around Lake Washington in King County and looking at when the next round of periodic review hearings may be held so that we might attend. Would you have any anticipated date for those reviews? I know the last Bellevue SMP is from 2018 so it may be a bit too far off to give me an accurate date but any info would be appreciated!

Best wishes,

ZION NAPIER
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W SEABORNPILEDIVING.COM
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From: [p.johnston](#)
To: [Rousseau, Gwen](#)
Cc: [PlanningCommission](#)
Subject: Neighboring areas
Date: Wednesday, December 13, 2023 9:07:14 PM

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

Please pay attention to where grocery stores are within the district. Bridle Trails and other neighborhoods use BelRed as primary commercial source.
Thanks

From: [p johnston](#)
To: [Rousseau, Gwen](#); [PlanningCommission](#)
Subject: BelRed
Date: Wednesday, December 13, 2023 9:15:20 PM

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

I would love to have a parade to celebrate the cultural heritage of all of Bellevue. As part of the arts, floats capture our creative spirit while standing shoulder to shoulder with our neighbors

From: [Rousseau, Gwen](#)
To: [p johnston](#); [PlanningCommission](#)
Subject: Re: BelRed
Date: Thursday, December 14, 2023 8:55:53 AM

Thank you for sharing, Pam! Sounds like a wonderful idea.

Gwen

From: p johnston <pamjjo@msn.com>
Sent: Wednesday, December 13, 2023 9:15 PM
To: Rousseau, Gwen <GRousseau@bellevuewa.gov>; PlanningCommission
<PlanningCommission@bellevuewa.gov>
Subject: BelRed

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

I would love to have a parade to celebrate the cultural heritage of all of Bellevue. As part of the arts, floats capture our creative spirit while standing shoulder to shoulder with our neighbors

From: [olga_perelman](#)
To: [PlanningCommission](#)
Cc: [Mo Malakoutian](#)
Subject: Openings on Bellevue planning commission?
Date: Tuesday, December 19, 2023 2:44:09 PM

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Hi Thara -

With Mo taking a new role as Bellevue elected official (congrats!), is there a new opening on the planning committee? If so, I would appreciate it if you could advise regarding the timing for applications.

Thanks in advance for your insight!

Olga

From: [Rosemary Dunkle](#)
To: [PlanningCommission](#)
Subject: Input to Comprehensive Plan
Date: Thursday, December 28, 2023 1:25:50 PM

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Hi,

My name is Rosemary Dunkle. I'm a Bellevue resident and have participated in some of the 2044 planning events held over the past year.

I saw this news article today and thought it would be an excellent input to the work currently underway. It covers the rising % of Americans living alone, and notes that suburban housing is ill equipped to meet the needs of solo residents.

Perhaps as zoning plans are being made for the future, the concept of urban villages and co-housing can be actively considered.

https://www.axios.com/2023/12/28/us-adults-seniors-living-alone-marriage-housing?utm_source=newsletter&utm_medium=email&utm_campaign=newsletter_axiospm&stream=top

Best regards and Happy New Year,

Rosemary Dunkle