



City of Bellevue

450 110th Avenue NE
Bellevue, WA 98004

Meeting Agenda Planning Commission

Wednesday, April 22, 2026

6:30 PM

Room 1E-113

The Planning Commission meetings are conducted in a hybrid manner with both in-person and virtual options. To speak at the meeting, you may attend:

- In-person
- By calling (253) 215-8782 and entering Webinar ID: 860 6256 3586
- [www.zoom.us](https://www.zoom.us/j/86062563586) and entering Webinar ID: 860 6256 3586, Passcode: 983801

<https://cityofbellevue.zoom.us/j/86062563586>

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Reports of City Council, Boards and Commissions
5. Staff Reports
 - a) [26-286](#) Planning Commission Meeting Schedule

6. Written and Oral Communications

The total time for oral communications is 30 minutes. Speakers will be allowed up to three minutes to speak. Additional time shall only be allowed if the Chair or a majority of the Commission determines additional time to be allowed.

The form to sign-up to speak during Oral Communications will be available 12.00 p.m. to 6:00 p.m. on the date of the Planning Commission meeting. To be added to the speaker list for oral communications, you may sign-up in person using the QR code posted inside Room 1E-113 or online using this link:

www.Bellevuewa.gov/planning-oral-comms

a) [26-287](#) Written Communications

b) [26-288](#) Oral Communication

7. Public Hearing

8. Study Session

a) [26-289](#) BelRed Look Forward Land Use Code Amendment

b) [26-290](#) 2026-2032 Affordable Housing Strategy

9. Other Business

10. Approval of Minutes

a) [26-291](#) Minutes of March 25, 2026

11. Executive Session

12. Adjournment

For alternate formats, interpreters, or reasonable modification requests please phone at least 48 hours in advance 425-452-4174 (voice) or email kgulledge@bellevuewa.gov. For complaints regarding modifications, contact the City of Bellevue ADA, Title VI, and Equal Opportunity Officer at ADATitleVI@bellevuewa.gov.

Rules of decorum for public communication and conduct at meetings were adopted by the City Council in Ordinance 6752. Copies of this ordinance can be found on the city's website, and are also available from the City Clerk's Office.

Tentative 2026 Planning Commission Meeting Calendar

	A	B	C	D	E
	<u>Mtg</u>	<u>Date</u> <u>Agenda Topic</u>	<u>Priority</u>	<u>Agenda Type</u>	<u>Location</u>
1					
2	26-8	May 13, 2026			1E-113/ Hybrid
3		Omnibus LUCA: Public Hearing	1	Public Hearing & Recommendation	
4	26-9	May 27, 2026			1E-113/ Hybrid
5		BelRed LUCA: Request to set Public Hearing	1	Study Session	
6		Downtown Livability 2.0: Introduction	2	Study Session	
7	26-10	June 10, 2026			1E-113/ Hybrid
8		2026 CPAs: Request to Set Public Hearing	1	Study Session	
9		High Density Residential LUCA: Introduction	2	Study Session	
10	26-11	June 24, 2026			1E-113/ Hybrid
11		Parking Reform LUCA: Request to Set Public Hearing	1	Study Session	
12		Great Neighborhoods: Factoria Update & Request to Set Public Hearing	2	Study Session	
13	26-12	July 8, 2026			1E-113/ Hybrid
14		BelRed LUCA: Public Hearing	1	Public Hearing & Recommendation	
15		Great Neighborhoods: Eastgate Update & Request to Set Public Hearing	1	Study Session	
16	26-13	July 22, 2026			1E-113/ Hybrid
17		2026 CPAs: Evans Plaza Public Hearing	1	Public Hearing & Recommendation	
18		2026 CPAs: Transportation Conformance Public Hearing	1	Public Hearing & Recommendation	
19		Parking Reform LUCA: Public Hearing	1	Public Hearing & Recommendation	

Priority: 1. Related to specific mandate and may require action this meeting. 2. Related to a specific mandate leading up to an action sometime in the future. 3. Not related to a mandate, may require action or may be information only.

Nesse, Katherine

From: Evan Lee <evnl.business@gmail.com>
Sent: Saturday, April 4, 2026 5:04 PM
To: Council; PlanningCommission
Subject: Public access rooftop gardens

[EXTERNAL EMAIL] Use caution when clicking links or opening attachments.

Does Bellevue have any programs that support public access rooftop (vertical) gardens? As we grow into a 3d city, I don't think Bellevue needs to constrain public access to the ground floor. Integrating public space vertically allows Bellevue to scale public spaces with a growing population even where land is fixed.

Rooftop gardens can be 3-5x more expensive than their ground floor counterparts. Additionally, security and safety (e.g., fire, crowding, etc.) need to be considered. Bellevue would need to work with developers early in the process since rooftop gardens have major architectural and structural implications. It should be possible to create networks of these gardens with sky bridges similar to NYC's High Line. I think this would require a pass based system to be feasible, similar to what already exists in public transit or some national parks.

As a pedestrian, I often experience cities from the ground floor. For me, I imagine public access rooftop gardens as a way to see the same city from a different vantage point and also as a nearby third space.

Nesse, Katherine

From: Jessica Clawson <jessica@mhseattle.com>
Sent: Monday, April 6, 2026 4:28 PM
To: PlanningCommission
Cc: Whipple, Nicholas; Mandt, Kirsten; Hesselgesser, Jake (He\Him); Connor Eden; Arne Hall (arne@arnejhall.net); Pratt, Toni
Subject: Bellevue Club proposed omnibus amendment/comment
Attachments: Letter to Bellevue Planning Commission code amendment.pdf

[EXTERNAL EMAIL] Use caution when clicking links or opening attachments.

Chair Khanloo and Planning Commissioners:

Please see the attached proposed additional omnibus code amendment for discussion on Wednesday evening. Please let me know if you have any questions. Thanks.

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

NOTICE: This communication may contain privileged or confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.

April 6, 2026

VIA ELECTRONIC MAIL

Bellevue Planning Commission
City of Bellevue
445 110th Avenue NE
Bellevue, WA 98004

Re: Addition to Omnibus Ordinance—Bellevue Club

Dear Chair Khanloo and Members of the Bellevue Planning Commission,

On behalf of the Bellevue Club, we respectfully submit an additional item for consideration in the Omnibus Code Amendment. The proposed amendment, which is a simple strike through in the East Main code, accompanies the Bellevue Club's application for a mixed-use project that includes a luxury residential tower above a structured parking facility and expanded club space—an exciting and thoughtfully designed project that advances the City's urban design and housing goals. As you know, the Bellevue Club has been a Bellevue institution since 1979 providing athletic, social, and wellness facilities.

The proposed omnibus amendment would simply allow a fee-in-lieu option for residential development in the East Main subarea. Importantly, providing a fee-in-lieu option for residential development in East Main is no longer a change in City policy. Every other subarea that includes either mandatory inclusionary housing or mandatory incentive affordable housing already provides both a residential and commercial fee-in-lieu option. East Main is the sole exception.

When the East Main land use code was adopted, it was not anticipated that the Bellevue Club would propose a residential tower. As a result, the Bellevue Club did not advocate for a residential fee-in-lieu option. On-site performance was the focus of the City Council at the time of East Main's adoption, however, the proposed amendment brings East Main into alignment with the City's current citywide approach to inclusionary housing implementation.

Since the East Main code was adopted, the City has become increasingly aware of the value and effectiveness of fee-in-lieu contributions as a complementary tool to on-site affordable housing performance. While Bellevue continues to encourage on-site affordable housing where feasible, fee-in-lieu provides a meaningful alternative that directly funds affordable housing providers capable of delivering deeply affordable units citywide; these are units that may not otherwise be built in Bellevue.

In February 2026, the City awarded its largest-ever funding allocation for affordable housing, which included approximately \$3.5 million in funds for the development of low-income housing projects—demonstrating the tangible, real-world impact of these contributions. As additional fee-in-lieu resources are generated, these investments will only continue to grow.

The Bellevue Club stands ready to participate in this system and to contribute meaningfully to the City's affordable housing efforts. The proposed amendment would allow the Club to do so in a manner fully consistent with established City policy and practice.

For your reference, the proposed code amendment language is below. We would expect to work with staff to perfect the language prior to the public hearing. We appreciate the Planning Commission's consideration of this limited technical amendment and thank you for your continued work on behalf of the City of Bellevue.

Sincerely,

/s/

Jessie Clawson
McCULLOUGH HILL PLLC

PROPOSED AMENDMENT (SUBJECT TO REVIEW BY CITY STAFF)

20.25Q.070.D.4. Amenity Incentive System.

Chart 20.25Q.070.D.4

List of Bonusable Amenities	Applicable Land Use Districts and Bonus Ratios			
	East Main Transit-Oriented District Higher Density (EM-TOD-H)		East Main Transit-Oriented District Lower Density (EM-TOD-L)	
	Nonresidential	Residential	Nonresidential	Residential
Affordable Housing		3.2:1		3.2:1
Criteria: 1. Threshold bonus for residential/Mixed-Use Development at up to 80 percent area median income (AMI) level for rental and up to 80 percent AMI level for ownership. 2. The remaining 20 percent of a project's required amenity points as provided in LUC 20.25Q.070.D.2.b may be earned through Affordable Housing at 100 percent AMI for ownership. 3. Affordable Housing units shall be dispersed throughout any residential project that combines affordable and market rate units. 4. Design shall be generally consistent with associated market rate housing; provided, that unit size, amenities, and interior finishes may vary from market rate units; and further provided, that the bedroom mix and exterior finishes shall be comparable to the market rate units. 5. Fee-in-lieu for nonresidential is \$30.00 per sf bonus area.				

Nesse, Katherine

From: Kevin Xue <zixue@tesla.com>
Sent: Tuesday, April 7, 2026 8:00 AM
To: PlanningCommission
Cc: Aeli Furtado; Francesca Wahl
Subject: Written Public Comment - April 8 Meeting (Item 8a: 2026 Omnibus LUCA) - Tesla
Attachments: Tesla_WrittenComment_OmnibusLUCA.pdf

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

[EXTERNAL EMAIL] Use caution when clicking links or opening attachments.

Dear Bellevue Planning Commission,

Please find attached Tesla's written comments regarding Agenda Item 8a (The 2026 Omnibus Land Use Code Amendment) for the upcoming Planning Commission meeting on Wednesday, April 8.

We strongly support the proposed revision to LUC 20.20.900.C.1.b.ii. This amendment removes an unintended barrier to EV infrastructure deployment and closely aligns with the City's EV Roadmap goals.

Thank you for your time and consideration.

Best regards,
Kevin

Kevin Xue

Policy Analyst, North American Charging
3500 Deer Creek Road, Palo Alto, CA 94304
E. zixue@tesla.com

To: Bellevue Planning Commission

From: Kevin Xue, Policy Analyst, Tesla, Inc.

Date: April 7th, 2026

Re: Support for 2026 Omnibus Land Use Code Amendment – Proposed Revision to LUC 20.20.900.C.1.b.ii (Tree Retention and Replacement)

Dear Chair and Members of the Planning Commission,

Thank you for the opportunity to provide comments on the 2026 Omnibus Land Use Code Amendment. Tesla respectfully submits this letter in support of the proposed revision to LUC 20.20.900.C.1.b.ii, which would remove "changes in the area devoted to parking and circulation" from the definition of Development Activity under the Tree Retention and Replacement code.

This amendment reflects sound policy and will help align the Land Use Code with the City's adopted climate and transportation goals.

Current Code Challenges for EV Charging Deployment

Tesla is currently seeking approval for Permit 25-126591 GD to install eight DC fast charging stations (Superchargers) at Eastgate Plaza, located at 15100 SE 38th Street. The project involves converting three existing parking stalls to accommodate the charging equipment. No trees are being removed, and no changes to the building footprint or site intensity are proposed.

Under the current definition of Development Activity, the conversion of these three parking stalls triggers the full tree density requirements of LUC 20.20.900. Because the existing retail site has a historical tree credit deficit unrelated to our project, this would require:

- Planting approximately 31 trees on a site with limited available planting area, or
- Paying a fee-in-lieu of approximately \$40,300

This mitigation cost represents roughly 26 percent of the total construction budget for the project, which is a disproportionate burden that impacts the project's feasibility.

This challenge is not unique to Tesla's proposed EV charging project. The nature of deploying EV infrastructure at existing retail and commercial centers inherently requires repurposing parking stalls. Because many of these older properties carry historical tree deficits that predate current standards, this code provision creates a structural barrier for the entire industry. Any EV charging developer who plans to install EV charging would be impacted by these requirements thereby limiting the opportunity for private investment in EV charging in Bellevue.

Proposed Amendment Benefits

The proposed revision appropriately recalibrates the code by removing parking and circulation changes from the Development Activity trigger. This change would:

- **Preserve the intent of the Tree Retention Ordinance:** Projects involving significant site expansion or substantial land alteration would still be subject to appropriate compliance requirements. The amendment appropriately distinguishes between parking area modifications and more substantial site redevelopment.
- **Remove barriers to EV infrastructure deployment:** The City's 2024 EV Roadmap identifies the need for approximately 275 additional publicly accessible DC fast chargers by 2030 and calls for strategies to reduce deployment barriers. The current code creates an unintended fiscal obstacle for private investment in public charging infrastructure.
- **Support equitable mobility goals:** The Eastgate neighborhood has been identified as a priority area for equitable access to transportation infrastructure. Reducing unnecessary costs for EV projects in these areas advances the City's equity objectives.

Conclusion

Therefore, we respectfully request that the Planning Commission:

- **Recommend approval** of the proposed amendment to LUC 20.20.900.C.1.b.ii as drafted.
- **Confirm on the record** that EV charging infrastructure projects are within the scope of this revision, so that future applicants and staff have clear guidance.

Tesla is committed to partnering with the City of Bellevue to advance shared climate and transportation goals. We commend staff, particularly the Code and Policy Division and Development Services, for identifying this issue and proposing a balanced solution that maintains environmental protections while removing unnecessary barriers to clean energy infrastructure.

We would welcome the opportunity to serve as a resource to the Commission or staff as this amendment moves forward. Please do not hesitate to contact me with any questions.

Thank you for your consideration.

Respectfully submitted,
Kevin Xue

Kevin Xue

Policy Analyst, North American Charging
Tesla, Inc.
3500 Deer Creek Road
Palo Alto, CA 94304

Nesse, Katherine

From: phyllisjwhite@comcast.net
Sent: Wednesday, April 8, 2026 3:14 PM
To: PlanningCommission; Khanloo, Negin; Lu, Jonny; Goeppeler, Craighton; Ferris, Carolynn
Cc: Nesse, Katherine
Subject: 2026 Omnibus LUCA Amendments – Environmental Impacts on Buildable Land (Kelsey Creek Watershed)
Attachments: Kelsey Creek Wildlife in East Wilburton and Rockcreek.docx

[EXTERNAL EMAIL] Use caution when clicking links or opening attachments.

Dear Chair Khanloo, Vice-Chair Lu, and Bellevue Planning Commissioners,

I was not able to submit this in time for today's comments, but if you have a chance to review my public comment, I would appreciate it.

I am writing regarding the 2026 Omnibus LUCA Amendments and their cumulative impact on environmentally sensitive areas within the Kelsey Creek watershed, including my property and the surrounding Wilburton neighborhood. On behalf of the Wilburton neighborhood residents to express our strong support for preserving the tree canopy in our community, with Goff Creek and Kelsey Creek subbasins flowing through it.

While ecologically sensitive areas in East Wilburton and Coal Creek are zoned SR-1 and may be considered “buildable” under current code, they are functionally constrained by ecological conditions that are not fully accounted for in the proposed amendments.

According to the Determination of Non-Significance for the City of Bellevue’s Tree Canopy Land Use Code Amendment proposal, File No. 22-128467-AD reads:

“URBAN TREE CANOPY CHANGE BY NEIGHBORHOODS

Subdividing the results by neighborhoods, it became evident that the bulk of canopy loss was concentrated in four neighborhoods. Over the course of a decade, Wilburton experienced the sharpest canopy decline, at 2%, equivalent to a loss of 18 acres.

The largest reduction of canopy decline occurred in Wilburton.”

At the same time, the Kelsey Creek Watershed Assessment shows that portions of the Kelsey Creek basin serving this area are approaching ecological thresholds:

- Approx. 35.7% riparian canopy**
- Approx. 25.8% impervious surface**

These metrics suggest reduced ecological resilience and increased sensitivity to additional disturbance, particularly in upstream tributary areas such as Wilburton and Coal Creek. It is a stressed system that still **retains partial ecological function.**

Washington State Department of Fish and Wildlife (WDFW) guidance emphasizes the importance of:

- Maintaining intact riparian buffers
- Preserving mature tree canopy
- Protecting habitat connectivity for species such as salmon, herons, and other indicator species

Scientific literature consistently shows that mitigation does not immediately replace lost ecological function, and recovery can take decades.

Recent code updates increase flexibility in defining buildable land by allowing buffer reductions in areas classified as degraded, expanding Reasonable Use Exception pathways, and removing density penalties in critical areas. These changes also increasingly treat properties that are already developed as underutilized or buildable land. While this may increase calculated development capacity, it does not account for the continued ecological function of these sites. Many "developed" parcels in our SR-1 neighborhood have retained their mature, significant, and landmark tree canopy, drainage, and wildlife habitat, and should continue to protect their mature trees.

Recent observations of Bald Eagle nests and Great Blue Herons (see attached) further demonstrate that these areas remain active and functioning ecosystems.

While SR-1 parcels are being reviewed as technically buildable, the majority of these areas in our neighborhoods are environmentally constrained land. Development decisions should prioritize preservation of existing ecological function, particularly within the Kelsey Creek and Goff Creek watershed.

I respectfully request:

- A requirement to consider existing canopy deficits and impervious surface levels before allowing flexibility
- Protection of the remaining intact riparian canopy, especially in corridors still supporting wildlife movement
- Bellevue's streams are described by your own staff as "connected habitat corridors." This is an opportunity to ensure that growth does not come at the cost of the last remaining ecological function in areas like Wilburton.

Under the Growth Management Act, the law requires protecting critical areas first, then planning for housing within those limits, and not weakening protections to meet housing targets:

RCW 36.70A.060

"Each county and city shall adopt development regulations that protect critical areas."

RCW 36.70A.172

Regulations must include "the best available science" in protecting critical areas.

Best regards,

Phyllis White

East Kelsey Creek Wilburton Resident



Blue Heron on neighbor's roof.



Blue Heron in a tree in neighbor's yard.



Bald Eagle in neighbor's tree.



Bobcat in front of our home.



Bellevue Planning Commission

April 22, 2026

PLANNING COMMISSION STUDY SESSION ITEM

SUBJECT

Study Session on the BelRed Look Forward Land Use Code Amendment (LUCA)

STAFF CONTACT(S)

Kristina Gallant, AICP, Planning Manager, 452-6196

Nick Whipple, Assistant Director, 452-4578

Development Services Department

POLICY ISSUES

In 2009, Bellevue adopted the BelRed Subarea Plan to guide BelRed's transition from an industrial area to walkable, transit-oriented neighborhoods. In 2022, the city launched the BelRed Look Forward to evaluate whether existing policies and Land Use Code (LUC) were achieving the BelRed vision and to reflect new conditions, including increased housing and job targets.

In October 2024, the Council adopted [Ordinance No. 6810](#) and [Ordinance 6811](#) amending the BelRed Subarea Plan and future land use map. These ordinances aim to strengthen implementation, clarify guidance, and increase development capacity through 2044 to 7,900 housing units (23 percent of the City's target) and 14,200 jobs (20 percent). The BelRed Look Forward LUCA will implement these changes. Tonight, staff will summarize community engagement to date and introduce the first set of proposed LUCA components.

DIRECTION NEEDED FROM THE PLANNING COMMISSION

ACTION

☐

DIRECTION

☒

INFORMATION ONLY

☐

Staff will present the components of the proposed LUCA in two study sessions, and seek Planning Commission feedback at each study session.

	Topic Areas
☒	<u>Study Session 1 (April 22):</u> Overview, LUCA Review 1 • Introduction to LUCA Structure • BelRed Land Use Districts • Standards for Mixed-Use Land Use Districts • BelRed Street Network
☐	<u>Study Session 2 (May 27):</u> LUCA Review 2 • Neighborhood Districts and BelRed Arts District Intensive Area • Building Design • Amenity Incentive System
☐	<u>Public Hearing (To Be Scheduled):</u> • Required Public Hearing • Planning Commission Recommendation

BACKGROUND/ANALYSIS

On October 22, 2024, the City Council adopted the updated BelRed Subarea Plan and Future Land Use Map. The update reflects changed conditions, strengthens implementation strategies, increases development capacity, and provides clearer guidance for implementation, particularly around local streets. The updated plan increases development capacity by 2044 to:

- 7,900 housing units (23% of the City's housing growth target)
- 14,200 jobs (20% of the City's job growth target)

On February 25, 2025, the City Council initiated the BelRed Look Forward LUCA and emphasized the need to enhance incentives for stream daylighting; explore incentives for affordable commercial space and performance venues; review affordable housing requirements; and strengthen support for a multimodal transportation network.

On May 14, 2025, the Planning Commission reviewed the proposed LUCA scope and received an overview of the two-phased outreach and engagement approach. Phase 1 engagement began after the LUCA was initiated and focused on developing a discussion draft and gathering early input from community members, stakeholders, and city staff to inform the first public LUCA draft and subsequent Planning Commission and community review. Phase 1 engagement has been completed.

On January 14, the Planning Commission received an update on the LUCA, including results from the Phase 1 engagement and information about topics that will be the focus of refinement as the process moves into a more detailed review of the strike draft with the community. During the study session, Commissioners provided high level feedback on several themes, including the proposed street framework, pedestrian and bicycle access, stream corridor integration, arts and cultural development, and ways to spur redevelopment through the LUCA. Commission feedback includes:

- Street framework and walkability: How the proposed framework, including private streets, will ensure pedestrian access and walkability.
- Pedestrian and bicycle network: Need for a robust system, including separated bicycle facilities, to improve access to arts, cultural destinations, and transit.
- Stream corridors: Integration into the public realm as linear parks, consistent with the Comprehensive Plan and BelRed vision.
- Arts and cultural uses: Support for artist housing and live work studios, including targeted incentives to strengthen the district's identity.
- Incentives: Request for additional context on incentives for linear parks and stream related improvements.

Phase 2 Engagement Summary

On December 31, 2025, a [public working draft of the BelRed Look Forward LUCA](#) was published. The draft was shared with Phase 1 outreach participants and distributed more broadly through the LUCA webpage and the Department newsletter. As a working draft, it included placeholders, preliminary policy language, and some incomplete sections. The purpose of publishing an early version of the LUCA was to solicit early community feedback.

The working draft launched Phase 2 of outreach on BelRed, which involved reporting back on Phase 1 engagement and describing how that input informed the draft. Phase 2 also sought feedback on whether the draft was moving in the intended direction and gathered additional input to refine priorities for neighborhood districts and the newly established Arts Intensive Area. Engagement included the broader community, with an open house on February 23 at Highland Community Center. Internal city departments and divisions, nonprofit and community advocacy organizations, and property owners and developers have also engaged through various modes, including email, attendance at the Bellevue Development Committee, and visits to project sites. An engagement summary is provided as **Attachment A**. A comment tracker outlining how specific stakeholder comments have been incorporated in the draft is also provided as **Attachment B**. This comment tracker only reflects responses to comments regarding topics under review for this study session. Comments and responses for topics planned for review at the second study session will be provided with that packet.

Components of the Proposed LUCA

Introduction to LUCA Structure

Bellevue's Comprehensive Plan was updated in October 2024, and applied more generalized future land use designations to Bellevue's growth corridors and neighborhood centers, establishing these areas as mixed use districts with a general level of development intensity. This approach provides the flexibility to develop more generalized LUC standards across mixed use districts. In implementing the new Wilburton Subarea Plan, staff developed a LUC framework for "Mixed Use Land Use Districts" (MULUDs). This framework developed standards for generalized MULUDs which could be applied in different urban circumstances within Bellevue. These district standards can be layered with other, targeted, standards to provide guidance for specific circumstances.

The current LUC part regulating MULUDs includes a mixture of provisions which can apply broadly and which are specific to the Wilburton TOD subarea. The proposed BelRed LUCA (provided as **Attachment C**) will separate MULUD standards which are relevant to both Wilburton and BelRed into one part, and establish separate parts for the smaller set of standards that are genuinely specific to Wilburton or BelRed. While Wilburton-specific standards are changing in terms of location, revising these standards substantively is part of the scope for the BelRed Look Forward.

BelRed Land Use Districts

The proposed LUCA will implement new Land Use Districts and rezone to match 1:1 in name and area with the updated Comprehensive Plan. Some of these Land Use Districts were established with Wilburton, and are proposed to follow the same general standards for maximum building height, FAR, and other development regulations. Several Land Use Districts are new, and the BelRed-General Commercial district has been retained. The proposed BelRed Land Use Districts are summarized in **Figure 1**, and shown on the map provided as **Attachment D**.

Each MULUD is named following a convention that indicates if there is a use emphasis applicable to the district (Residential, Office, or Medical), and the development intensity of the district (Highrise, Midrise, or Lowrise). When a district has a specific use emphasis, that is reflected in the base FAR for the district, the amenity incentive system, and other specific regulations. For example, in a residential-emphasis district, the base FAR for residential projects is typically higher than the base FAR which would apply to a

nonresidential project in that district. A nonresidential project would need to earn additional FAR through the amenity incentive system to build a structure of the same FAR compared to a residential project in that same district. The district's development intensity label corresponds to consistent maximum building height and FAR limits. FAR above the base and up to the maximum must be earned through the amenity incentive system. The exception is the BelRed General Commercial (BR-GC) district, which is not subject to the amenity incentive system. The updated BelRed amenity incentive system will be reviewed at a future study session. BelRed and Wilburton will retain distinct amenity incentive systems, reflecting different areas of emphasis for these subareas.

Figure 1. Proposed BelRed Land Use Districts

	MU-H	MUR-H	MUO-H	MUM-H	MU-M	MUR-M	MUM-M	MUR-L	BR-GC
	Existing	New	New	New	Existing	Existing	New	New	Existing
Max Height	250'	250'	250'	250'	100'	100'	100'	60'	45'
Max FAR					6.0	6.0	6.0	4.0	
Nonres.	8.0	8.0	8.0	8.0					2.0
Residential	Unlimited	Unlimited	8.0	8.0					1.0

Standards for Mixed-Use Land Use Districts

Mixed-Use Land Use District standards which are proposed to apply to MULUDs in both Wilburton and BelRed are provided in the strike draft (**Attachment C**). These include the following more significant updates, explained in further detail below:

- Nonconforming Uses, Structures and Sites
- Permitted Land Uses

Nonconforming Uses, Structures, and Sites

When the Wilburton LUCA was adopted in 2025, City Council directed staff to standardize Bellevue's LUC provisions for nonconforming uses, structures, and sites across the city and to better accommodate multi-phased projects. Citywide nonconforming code was established with the Housing Opportunities in Mixed Use Areas (HOMA) LUCA adopted March 17, and the proposed BelRed LUCA will complete additional updates necessary to incorporate BelRed within this new structure. As the HOMA LUCA is adopted but not yet updated on Bellevue's online code at time of writing, the Citywide nonconforming code sections adopted with HOMA have been provided as **Attachment E** for ease of reference.

Nonconforming uses, structures, and sites are those that were legally conforming at the time they were established, but no longer conform to current standards. The purpose of this code is to allow nonconforming uses, structures and sites to remain in operation, conduct necessary maintenance and repairs, and even allow them to expand in a limited fashion. When substantial improvements are proposed on a nonconforming structure or site, the code also establishes when and how the structure or site may need to also make improvements that move the structure or site toward compliance (known as "proportional compliance"). This is not required for routine maintenance, among other exceptions.

Currently, BelRed's nonconforming code provisions refer to "existing uses, structures and sites" instead of "nonconforming uses, structures and sites", but these provisions serve the same function. In fact, the

Citywide nonconforming code framework was developed based on the current BelRed approach, with improvements to better accommodate multi-phased projects and other observed challenges.

Nonconforming codes are critical in supporting districts such as BelRed which have undergone significant change in vision and regulation, but where legacy businesses and industries remain. As proposed to incorporate BelRed, the citywide nonconforming code will continue to provide a framework for legacy business and industries to continue to operate in BelRed, while ultimately providing for a long-term transition. This is consistent with policy **S-BR-10** of the BelRed Subarea Plan:

“Accommodate existing light industrial uses that were legally established as of the date of this plan’s adoption, by allowing for their continued operation, expansion including site expansion outside of nodes and re-building if destroyed. Preclude new light industrial uses from being established, and discontinued light industrial uses from being re-established, with the exception that light industrial uses of limited size are appropriate outside transit nodes and stand-alone residential areas.”

Permitted Land Uses

The proposed LUCA will apply the established approach to permitted land uses in the Mixed-Use Land Use Districts to BelRed. In this approach, all uses are permitted unless specifically listed as prohibited or permitted under certain conditions. The proposed LUCA includes several revisions to better support BelRed’s specific circumstances.

Stakeholders have shared specific concerns regarding car dealerships and warehousing uses. Through the Wilburton process, a neighborhood which also includes existing car dealerships, staff worked closely with stakeholders to develop provisions that allow new car dealerships to be permitted when developed in urban-compatible formats. This includes limiting outdoor storage areas in size and prohibiting storage and display of cars between the building and the street. The established code represents a strong compromise to allow new car dealerships to still locate in Bellevue’s mixed use districts while maintaining priorities for pedestrian-friendly development.

The BelRed Subarea Plan does provide for allowing low-intensity service and retail uses in the BR-GC district, including car dealerships and storage facilities. The proposed LUCA will allow car dealerships, warehouses and storage facilities outright in the BR-GC district. While the proposed LUCA will reduce the total area where these uses are permitted outright within BelRed, urban-format car dealerships will now be permitted throughout the rest of BelRed, expanding where such dealerships may be allowed today.

Other Provisions

Additional code provisions established with the Wilburton LUCA which have been selected to apply to both Wilburton and BelRed include:

- Applying citywide definition of “active use”, instead of BelRed-specific and narrow “required ground floor use”
- Requiring Green and Sustainability Factor and establishing street tree and landscape tree planting requirements
- Public realm standards for weather protection, exterior lighting and blank wall mitigation
- Vehicle and bike parking standards

- Required buffers along freeways, with encouragement to locate sensitive land uses away
- Flexibility in floor plates for medical and life science laboratory uses and mass timber construction, with expanded flexibility for residential mass timber
- Exemption from façade modulation requirements for mass timber, and new exemptions for affordable housing, modular construction, and passive house construction (per state law)
- Standards for parking structures
- Multifamily play areas not required

BelRed Street Network

One of the most significant challenges in facilitating BelRed’s development from a light industrial district to a transit-oriented, walkable community is the size of its blocks and lack of safe, comfortable connections for pedestrians, bicyclists and local traffic. At the same time, while blocks are currently very large, ownership within these blocks is highly fragmented. Without certainty around future street connections, individual developments within larger blocks can create access issues and development barriers for future development on adjacent parcels.

The 2009 BelRed Subarea Plan established a new, required grid of “Local Streets” and “Green Streets” to be dedicated and constructed by future development. This grid was established in the areas surrounding the-now Spring District and BelRed Stations, with even blocks not exceeding 300 feet in length for ideal walkability.

Within this framework, Green Streets play a critical role. They were incorporated within this street network to provide important east-west connections while integrating natural drainage systems and creating a tree-lined environment that prioritizes pedestrians and cyclists.

The Comprehensive Plan and Land Use Code required local streets to be dedicated as public right-of-way as part of redevelopment to ensure permanent public access, connectivity, maintenance, and integration with the broader arterial network in which the city has invested more than \$300 million in recent years. Public dedication is essential to the BelRed vision because it enables walkability; supports multimodal travel; provides for reliable, high-quality maintenance; and ensures that intensification around light rail delivers lasting public benefit.

When first adopted, the city hoped that the new code would encourage site consolidation and master planning to accommodate the local street grid. Instead, other than the Spring District, development to date has proceeded in individual phases. Individual developments have faced challenges implementing the street grid due to site issues including the presence of critical areas, slopes, and more. While the current code provides some flexibility in the alignment of new local streets, and to allow first developments to build interim, “half streets” for street segments on property lines, there is no flexibility on the widths of local streets and green streets or the need to provide local street segments, and minimal flexibility for the ability to offset intersections.

The updated Subarea Plan acknowledges that greater flexibility is needed to implement the street grid, but affirms the need for local streets and green streets through the following policies:

- S-BR-80.** Provide for local streets through development review to establish a new grid system with smaller block sizes, particularly in development nodes emphasizing continuity, connectivity and pedestrian-oriented design. *(Note: “new grid system” is language retained from the original Subarea Plan. This policy does not specifically call for a new grid relative to the grid introduced in 2009.)*
- S-BR-81.** Allow for flexibility to implement the intended alignment and function of local streets where site constraints exist.
- S-BR-85.** Promote the development of “green streets,” with an abundance of street trees and areas of landscaping, to improve the quality and reduce the amount of stormwater runoff, reduce the heat island effect and provide an attractive and comfortable pedestrian experience.

The proposed LUCA offers significant new flexibility to accommodate site challenges without losing essentials of what the street network must provide for BelRed. In addition, the recently updated Critical Areas Ordinance provides increased flexibility for development on sites with critical areas in degraded condition. Much of this flexibility was developed in response to challenges observed in BelRed.

In developing the proposed LUCA, staff reviewed the current street grid, along with past studies of grid implementation issues, and made revisions balancing the following considerations:

- Achieving better alignment with property lines
- Maintaining alternative vehicular and emergency access in areas where the code limits new driveways
- Preserving Green Streets and critical east-west connections
- Increasing the maximum tolerable length between public intersections from 300 to 600 feet
- Avoiding conflicts with known critical areas, including streams and steep slopes

The revised BelRed Street Network, shown on the map provided as **Attachment F**, has removed more than a dozen currently-required local street segments. To balance this loss, the map also defines an area where block size limits apply. Similar to current Wilburton standards, sites larger than 105,000 square feet located in this area will be required to divide into smaller blocks, though they have the flexibility to choose from several private access corridors to provide any connections required in addition to the defined public grid. These private access types are generally narrower than public streets, and can accommodate alternative scenarios such as pedestrian-only streets. Property owners also have more flexibility to define the alignment of these private access corridors.

The code language describing when modifications to the public street grid may be considered has also been expanded to indicate willingness to review alternative proposals for the location of required street alignments and even intersections, provided circulation impacts are analyzed and can be managed.

Even with this increased flexibility, stakeholders have requested the ability to replace defined public street segments with private access corridors, on the condition that access issues to the surrounding area are resolved and the project provides outstanding outcomes for the public realm in exchange. Staff agree that access issues can potentially be resolved using private streets instead of public, though there is a measure of risk of not foreseeing all impacts and of making sacrifices in the public realm. During the study session, staff will lead the Planning Commission in a discussion of the advantages and disadvantages of considering an option that would allow public streets to be replaced with private streets, and suggested criteria for considering these tradeoffs.

Public Engagement

Staff has developed a public engagement plan with six modes of outreach to ensure the public, stakeholders, and interested parties have the opportunity to be informed and to provide comments. These modes will be employed across both phases of work, allowing members of the public to provide comment at key intervals and for staff to respond to feedback in developing recommendations.

- **Process IV Requirements.** Consistent with Chapter 20.35 LUC procedural requirements, public input will be solicited by a notice of application, notice of public hearing and the required public hearing.
- **Public Open House.** One in-person public open house was held on February 23 to provide information on the project and solicit feedback from the general public.
- **Listening Sessions.** Focused listening sessions with representatives from Bellevue departments implementing BelRed code provisions.
- **Online Questionnaire.** Online questionnaire to gather broad perspectives on project priorities, ideas, and concerns. The questionnaire was advertised through a mailer to all BelRed addresses and during in-person engagement and received 161 complete responses.
- **Direct Engagement and Feedback.** Dialogue with developers, residents, employees and other interested parties. Staff presented to and led exercises with the BDC to generate feedback on multiple occasions, including a “Code Lab” focused on key components of the BelRed LUCA on February 25. Staff tabled in person at Meta and at several BelRed events to provide information on the project and answer question.
- **Online Presence.** Engaging Bellevue and City webpages to provide the public information about the project, who to direct questions to, and how to submit comments.

ATTACHMENT(S)

- A. Engagement Report
- B. Comment Tracker
- C. Strike Draft
- D. Proposed BelRed Land Use District Map
- E. Recently Adopted Citywide Nonconforming Code
- F. Proposed BelRed Street Network Map

BELRED ENGAGEMENT SUMMARY

The BelRed Look Forward LUCA aims to align development regulations with updated policies such as housing, job growth, and transit-oriented development, and will refine strategies for affordable housing, street network improvements, daylighting streams, and strengthening the BelRed Arts District. The engagement for this project is divided into two phases.

Phase 1 was focused on establishing a shared understanding of the project, gathering early input on BelRed priorities, and building relationships to support deeper collaboration in Phase 2. The engagement was designed to introduce the project scope; clarify its relationship to the Comprehensive Plan and the long-standing BelRed vision; preview core concepts to be advanced through the Land Use Code Amendments (LUCA) and gather input.

A working draft LUCA was released in December 2025, reflecting feedback received through Phase 1. Phase 2 builds on the foundation laid in Phase 1 to focus on reviewing and revising the working draft, and continued collaboration with stakeholders from Phase 1.

ENGAGEMENT APPROACH

A multi-channel engagement strategy was used to reach a broad and diverse range of stakeholders. Outreach methods included in-person events, small-group information sessions, engagement through the Bellevue Development Committee (BDC), a residential mailer, and online questionnaires. These methods were selected to balance broad awareness-building with opportunities for more detailed, qualitative input.

Phase 1 engagement generated a wide range of feedback reflecting diverse perspectives, priorities, and experiences within the BelRed area. Input gathered through staff listening sessions, BDC meetings, and the online questionnaire identified recurring themes related to land use, development patterns, amenities, mobility, housing, and implementation considerations.

Feedback from Phase 1 informed the initial public working draft, which was published on December 31, 2025. As the project advanced into Phase 2, engagement was specifically tailored and refined to focus more narrowly on key themes that emerged during Phase 1 and responding to comments on the draft. As the project advanced into Phase 2, there has been additional refinement of the LUCA in response to feedback.

Engagement activities were organized into three primary formats:

1. Staff listening sessions and internal work groups
2. Technical engagement through the Bellevue Development Committee (BDC)
3. Broad public engagement through in-person events, an online questionnaire, and online activities through Engaging Bellevue

SUMMARY OF KEY FEEDBACK THEMES

Each section below summarizes the engagement approach and highlights themes that emerged from that format for both Phase 1 and Phase 2.

1. STAFF LISTENING SESSIONS AND INTERNAL WORK GROUPS

During Phase 1, city staff conducted a series of internal Listening Sessions to identify opportunities to improve code clarity, address recurring implementation challenges, and better align regulations with adopted policies. These sessions consisted of hour-long meetings with staff across multiple departments and divisions, including land use, housing, transportation, utilities, parks, and community development. Feedback from these sessions emphasized areas where code amendments could clarify regulatory intent, reduce friction during implementation, and better support policy outcomes across disciplines.

In Phase 2, additional listening sessions were conducted in the same format to workshop specific concerns and areas in the draft code. These groups provided a diverse range of expertise that enabled a broad range of feedback and ideas to help inform draft revisions. The working sessions covered a range of topics including developing solutions for better local street grid alignment, balancing the amenity incentive system, and further enforcing and defining the BelRed Arts District Intensive Area. Staff were often able to rely on previous policy decisions and conversations from the Wilburton LUCA as a baseline and build and modify elements to best suit BelRed.

2. TECHNICAL ENGAGEMENT THROUGH THE BELLEVUE DEVELOPMENT COMMITTEE

Technical engagement was conducted through a series of structured Bellevue Development Committee (BDC) meetings held between June 2025 and February 2026. These meetings were designed to obtain focused, iterative input from stakeholders with technical expertise and local knowledge of the development industry, with particular emphasis on BelRed.

JUNE 2025 BDC MEETING – LOCAL STREETS AND FACILITATED GROUP EXERCISE PHASE 1

The June meeting included a technical breakout session focused on the local street system. The session:

- Reviewed adopted policy direction
- Presented examples of flexibility within the current Land Use Code (LUC) to solicit feedback on whether the flexibility is effective, sufficient, and perceived as flexible, and to gather perspectives on how additional or alternative flexibility could be structured
- Identified locations where local street improvements are underway
- Acknowledged challenges associated with completing the street grid
- Included a facilitated table exercise to identify perceived problems with the local street approach, with participants required to pair each identified problem with a proposed solution

JULY 2025 BDC MEETING – LOCAL STREETS SUMMARY AND EXPANDED TOPICS PHASE 1

The July meeting provided a summary of feedback received from the June problem/solution exercise related to local streets and expanded the discussion to include:

- Land use approach
- Dealing with existing non-conformities
- Supporting projects with multiple phases in a Master Development Plan (MDP)

AUGUST 2025 BDC MEETING – STREAM DAYLIGHTING AND CRITICAL AREAS CHANGES

PHASE 1

The August meeting focused on potential amendments related to stream restoration and daylighting, with discussion centered on:

- Context on the Critical Areas Ordinance (CAO) update, including an overview of the update process and how proposed changes intersect with development and local streets in BelRed
- Overview of existing policies related to streams in BelRed, including long-term restoration objectives
- Potential amendments to stream restoration and daylighting development incentives, including questions about how incentives could better support restoration outcomes while maintaining development feasibility
- Consideration of innovative mitigation approaches
- Updates on local streets and next steps for the street grid, with emphasis on coordination between local street map changes and environmental conditions

SEPTEMBER 2025 BDC MEETING – LOCAL STREETS FOCUS AND FACILITATED GROUP EXERCISE

PHASE 1

The September meeting returned to a primary focus on the local street system and included a facilitated group exercise to identify:

- Actions or tools most useful for addressing perceived challenges
- Actions or tools least useful for addressing challenges
- Newly identified issues and potential solutions

FEBRUARY 2026 BDC MEETING – BELRED CODE LAB GROUP EXERCISE

PHASE 2

At the February meeting, city staff facilitated a deep dive into the BelRed LUCA. The session was interactive with three different activity stations for participants to move through, learn more about specified topics, and provide feedback for consideration. The activity stations were designed on key themes relevant to the project:

1. **Local Streets Station.** This station was designed with an understanding that local streets are integral to support redevelopment and intensification of BelRed and are necessary to ensure reliable connectivity to the greater city. In addition, staff recognized the need for increased flexibility where site constraints exist. At this station, participants were asked to use their “flexibility tokens” to suggest alternative and constructive solutions that address the specific local street segment concerns while also still aligning with the city’s overall connectivity and access goals. At the end of the activity, staff collected annotated maps that highlighted areas of concern and specific issues with potential solutions that were helpful for further code refinement after review.
2. **Implementation Station.** This station was designed with an understanding of the importance of recognizing the implications of implementation early in the process to minimize the chance of any surprises or issues surfacing later. Knowing that there are many different departments all

with their own nuances involved with implementation, participants were provided with a “responsibility map” that provided the policy context for local streets as well as the regulatory framework and responsible departments. Staff members from different city groups such as transportation, land use, and utilities, were also present to help answer questions, provide insight into the process, and facilitate the discussion. Participants also were provided with relevant local street code sections to identify any “code bonks” they could either see or anticipate. The highlighted sections provided staff with more insight on where additional code clarity could be added as well as where applicants could benefit from additional internal coordination and process improvements.

3. **Affordable Housing & Amenity Incentives Station.** This station included two activities, one for neighborhood priorities and another for cost drivers and amenities. In the neighborhood priorities activity, participants were asked to rank their top priorities (e.g., affordable housing, arts and creative spaces, parks and open space, stream restoration) for each neighborhood district in BelRed. The ranking of these priorities informed staff on how best to weigh the amenity incentive system based on the neighborhood district. In the cost drivers and amenities activity, participants were asked to identify cost drivers (e.g., infrastructure, labor and materials, interest rates, land acquisition) and rank them in order of impact they have on a project. Participants were also provided with a list of common amenity incentive options and asked to provide insight on which are easier to deliver versus which are more aspirational in terms of implementation. Combining the two aspects, staff requested suggestions on how to make the more aspirational amenity bonuses easier to achieve given the shared understanding and recognition of the cost driver impacts. This activity outlined the tradeoffs that must be acknowledged by the City when setting development incentives, calibrating requirements, and establishing policy priorities in the LUCA.

SUMMARY – BDC ENGAGEMENT

In Phase 1, stakeholders identified several challenges related to the local streets provisions of the existing BelRed Land Use Code. The most frequently cited issues involved street grid alignment. Commenters expressed concern that the current prescribed grid does not adequately account for existing property lines, topography, or other site-specific constraints. As a result, the required alignment can be difficult or impractical to implement on many parcels and, in some cases, significantly reduces redevelopment feasibility. Respondents noted that strict adherence to the grid may necessitate substantial regrading, property consolidation, or infrastructure construction that is disproportionate to the scale of individual redevelopment projects.

Additional challenges raised included the use and feasibility of “half streets”, the level of detail provided in the local street map, local street dimensional requirements, and constraints associated with high water table conditions.

Additional feedback emphasized the impacts of critical areas, particularly streams and slopes, on street connectivity and completion. Several respondents noted that these environmental constraints can significantly limit the ability to construct local streets as currently required. Suggestions included allowing bridge crossings over streams where appropriate to improve connectivity while minimizing environmental impacts.

Topography was also identified as a recurring challenge, especially in locations where man-made steep slopes make local street completion difficult or impractical. Commenters recommended that the code distinguish between natural and human-made slopes and provide greater flexibility in applying requirements to sites affected by constructed topography. Other themes included a need for increased

flexibility to support innovative mitigation strategies and improved provisions for nonconforming sites, particularly when development occurs in multiple phases.

Many of the concerns and potential solutions were received, considered, and reflected in the draft that was released at the beginning of the year. The local street approach was revised to increase site-specific flexibility while still maintaining the City's overall connectivity and alignment goals. Updates to the Critical Areas Ordinance adopted in December are also anticipated to resolve or improve many concerns related to critical areas. The increased flexibility shown in the draft was generally well received as an improvement, and allowed for additional discussion and refinement to further meet the needs of stakeholders while still ensuring an adequate local street grid system.

3. BELRED LUCA COMMUNITY QUESTIONNAIRE

Broader public input was gathered through an online questionnaire in Phase 1 and through in-person events and additional online engagement activities in Phase 2. This engagement format provided an opportunity to hear from a wider range of community members, including residents, property owners, and other stakeholders who may not participate in Bellevue Development Committee meetings.

The BelRed LUCA Community Questionnaire received 161 responses. Thirty percent of respondents lived in BelRed and 70 percent did not; however, many non-residents reported they either work, own a business, or visit BelRed frequently. Demographically, respondents represented a mix of renters and homeowners, with a greater share of participants in younger adult age ranges (18-44), though all adult age groups were represented; respondents also reflected racial, ethnic, and linguistic diversity, including individuals with disabilities, underscoring the importance of inclusive and accessible planning considerations in the LUCA process.

The Neighborhood Districts and Priorities Mapping Activity received feedback from over 40 in-person participants during a public open house along with an additional 23 online participants through Engaging Bellevue. This mapping activity was designed the same as the neighborhood priorities activity used in February BDC meeting. Participants were asked to rank their top priorities (e.g. affordable housing, arts and creative spaces, parks and open space, stream restoration) for each neighborhood district in BelRed. The ranking of these priorities informed staff on how best to weigh the amenity incentive system based on the neighborhood district. An additional amenity priority activity was offered during the public open house that asked participants to choose and rank their top three priorities. Majority of participants ranked pedestrian and bike connectivity as the top priority, affordable commercial space as the second priority, and plazas and event space as the third priority. Looking at the total number priorities ranked, parks and open space received the greatest number of votes throughout the whole activity, but participants were across the board ranking it as their first, second, and third priority. Green building practices and stream restoration received the least number of votes for this activity.

SUMMARY – BROAD PUBLIC ENGAGEMENT

Development Priorities

Three areas emerged most consistently as priorities for future development incentives. These priorities reflect both quantitative responses and themes reinforced through open-ended comments:

1. Pedestrian and Bicycle Mobility
2. Parks and Open Space
3. Plazas and Event Space
4. Affordable Housing and Affordable Commercial Space

Pedestrian and bicycle mobility was the strongest overall priority when respondents were presented with an expanded list of options. In the questionnaire, a total of 74 percent of respondents selected this category. Feedback from all engagement methods emphasized the need for safe, physically separated infrastructure rather than shared or painted facilities. Participants consistently identified improvements such as protected bike lanes, continuous sidewalks, and safer crossings as essential to making the area more usable and accessible.

In the questionnaire, parks and open space ranked next highest with 60 percent of respondents, which was further reflected in the feedback received during the open house and online through Engaging Bellevue. Comments highlighted a strong desire for greenery, expanded tree canopy, and accessible outdoor spaces that support recreation and everyday use. Community members frequently linked parks and open spaces to quality of life and neighborhood identity.

Affordable housing was selected by 38 percent of respondents in the questionnaire and was a consistent topic of discussion during the open house. While many respondents supported affordability as a goal, some expressed concerns related to building density, traffic impacts, and the capacity of existing infrastructure to accommodate growth.

Arts and creative spaces were identified by 35 percent of respondents in the questionnaire and further expanded to include plazas and event spaces during Phase 2. This demonstrates good alignment with maintaining and strengthening the BelRed Arts District. Relatedly, affordable commercial space was selected by 30 percent of respondents in the questionnaire and was identified as a top priority during phase 2 engagement activities. Affordable commercial space was commonly described as critical for retaining small businesses, artists, and nonprofit organizations.

Additional priorities, including stream daylighting, low-impact development strategies, public art, and Transfer of Development Rights, received lower but still meaningful levels of support, suggesting interest among a smaller but engaged segment of respondents.

CONCLUSION

WHAT PEOPLE VALUE ABOUT BELRED TODAY

Participants most frequently cited the following existing assets:

- Access to transit, particularly light rail
- Proximity to parks and regional trail systems
- Access to local businesses
- Opportunities for walking and biking (often described as limited or unsafe)

WHAT PEOPLE WANT TO GROW IN BELRED

The strongest signals for improvement focused on:

- Walking and biking infrastructure (highest overall demand)
- Expanded and improved transit access
- Parks, open space, and nature
- A wider range of housing options
- Arts, entertainment, and cultural destinations including dedicated spaces for plazas and events
- Neighborhood-serving retail (e.g., grocery stores, cafes, restaurants)

Open-ended responses reinforced a desire for street-level activity, everyday services, and human-scale development, as opposed to auto-oriented or single-use environments.

FEEDBACK THEMES

1. SAFETY AND MOBILITY (DOMINANT THEME)

- Widespread concern that BelRed Road and surrounding arterials feel unsafe, highway-like, and hostile to pedestrians and cyclists.
- Frequent requests for:
 - Protected bicycle lanes
 - Continuous sidewalks
 - Safer crossings
 - Reduced vehicle speeds
- Many reported avoiding walking or biking altogether due to safety concerns.

2. WALKABILITY AND HUMAN-SCALE DESIGN

- Strong preference for:
 - Smaller block sizes
 - Active ground-floor uses
 - Street-facing businesses
 - High-quality architecture and craftsmanship
- Community members expressed fatigue with large-scale, auto-dominated, or “commercial-scale” (rather than “human scale” development patterns.

3. ARTS AND CULTURAL IDENTITY

- Broad support for preserving and expanding the BelRed Arts District.
- Concerns about displacement of artists and creative organizations as property values rise.
- Desire for performance venues, galleries, and cultural gathering spaces integrated into new development.

4. ECONOMIC VITALITY AND LOCAL BUSINESS

- Calls to:
 - Retain existing small and industrial businesses that wish to remain in BelRed
 - Transition auto-oriented uses to neighborhood-serving retail

- Attract major employers to support daytime activity and transit ridership
- Strong opposition to excessive parking supply or large park-and-ride structures near light rail stations.

5. OPTIMISM WITH CONDITIONS

- Many respondents expressed optimism about BelRed's future, particularly in light of the opening of the 2 Line.
- This optimism is conditional on:
 - Meaningful safety improvements
 - Increased walkability
 - Thoughtful land-use decisions that align with the scale and intent of transit investment

Code Section	Topic	Comment(s)	Response/Notes	Status
20.10.445.B.5	Permitted Uses	B.5.a. Manufacturing uses are limited in size to 20,000 gross square feet (or 25,000 gross square feet when continuing manufacturing uses and educational facilities). The industrial nature of BelRed should be reflected here, and there should be express carve-out for existing manufacturing uses so these uses do not need a departure and/or treatment as nonconforming uses.	At present, manufacturing uses are already limited in size to 20,000 square feet, and are only permitted in the BR-GC and BR-CR districts. The proposed draft will maintain this approach, introduce a little flexibility to go up to 25,000 square feet, <u>and</u> expand this use as an option throughout BelRed. The draft is actually increasing flexibility for manufacturing compared to the current code. The updated citywide nonconforming code is based on the current BelRed approach. The citywide nonconforming code is based on the current BelRed "existing use/structure/site" framework. While it's a shift in terms, the citywide nonconforming code is essentially maintaining the status quo for these uses.	No change proposed
20.10.445.B.5	Nonconforming uses	Auto dealership uses should be permitted outright in all zones, subject to development standards. Car dealerships are a major source of tax revenue for the city and can co-exist with housing and other uses.	Auto dealers are allowed throughout BelRed in an urban format, consistent with the agreement reached under Wilburton. Car dealerships are still permitted outright in BR-GC. This topic was reviewed at length through the Wilburton process, and staff believe that the proposed approach strikes a good balance.	No change proposed
20.10.445.B.5	Permitted Uses	Consider how car dealerships are being treated in terms of nonconformity.	There may be newly-nonconforming car dealerships, as the area where dealerships are allowed outright is reduced. These dealerships will still have the ability to expand and upgrade consistent with the nonconforming code. We welcome suggestions on how the options for proportional compliance can be expanded to support existing businesses.	No change proposed
20.10.445.B.5	Nonconforming uses	Warehouse uses become a non-permitted use. Those uses are currently allowed in the BR-OR and BR-GC zones. Unlike other industrial uses, warehouse uses are often smaller scale. This could create a lot of new nonconformities (or uses that have a messy permitting history and might not be designated legal nonconformities). Warehouses support arts uses and other services we want to see in BelRed. Warehouse use should be permitted outright.	Updated language to maintain warehouses and storage as a permitted use in BR-GC. This is supported by the subarea plan.	Complete
20.20.010	Dimensional Standards	Clarify that floorplates are unlimited for buildings less than 100' tall.	Confirmed. Floorplate limits only apply to towers, and citywide definition of tower applies. This definition confirms that these are only buildings taller than 100'.	Complete
20.20.010	Dimensional Standards	Recommend increasing mass timber residential floor plate to 30,000 sf, otherwise difficult to achieve FAR given building code constraints on mass timber height.	Updated language in draft to 30,000 sf.	Complete
20.20.010	Dimensional Standards	Floor plates should be increased for residential up to 25,000 for mass timber projects. Currently limited to 20K in 20.25B.040.B.3.b. A pipeline project is finding that 25K is the sweet spot—20K previously wasn't really designed.	Updated language in draft to 30,000 sf.	Complete
20.20.525	Mechanical Equipment (flex for life science)	Positive change, but we should clarify in BR specific or in mechanical code that PSE switch boxes are not considered mechanical equipment; these are required to be located where PSE requires them. In addition, corrections are coming asking transformers to be located in building; that's not necessarily what PSE wants.	Staff recommend maintaining location standards for all mechanical equipment, including PSE switch boxes. Staff is aware of challenges working with PSE, and has been engaging them earlier in the review process to develop options for switch box locations, including locating inside buildings.	No change proposed
20.20.590	Parking	Update code to allow tandem parking to count to meet minimum parking requirements.	Will be implemented separately through the Parking Reform LUCA.	Change to be implemented in another project
20.20.590	Parking	Reconsider size of bike rooms based on feedback from Wilburton dimensional requirements.	Maintaining Wilburton approach.	No change proposed

Code Section	Topic	Comment(s)	Response/Notes	Status
20.25B	General Applicability to BelRed	Confirm what the definition of small site is in Bel-Red and how does it work?	The current definition established in 20.50 will apply: "A lot in a Mixed-Use Land Use District, established under LUC 20.10.020 and described in LUC 20.10.398, and in existence prior to January 1, 2025, that is less than or equal to 40,000 square feet in area and corresponds to the project limit within which the small site is located. This definition does not apply to lots less than 40,000 square feet in area that are aggregated into a project limit that is greater than 40,000 square feet."	No change proposed
20.25B	General Applicability to BelRed	Confirmation of building overhangs over sidewalks. Current interpretation in Wilburton is that "building cantilevers cannot be constructed over public ROW," which City is interpreting to include sidewalks in private ownership subject to a public easement. This is different from downtown and should be clarified.	Under the current code, buildings can cantilever over sidewalks in private ownership subject to a public easement. There are cases where the sidewalk is owned and maintained by the City but is located on private property.	No change proposed
20.25B	General Applicability to BelRed	Should also clarify loading and trash/recycling standards and ensure they are fixed. We understand there was a problem here.	20.20.725 LUC establishes standards for recycling and solid waste collection areas, including conditions for using temporary staging areas.	No change proposed
20.25B.010	Departures	D. Support departures for all dimensional standards in the code, including in Ch. 20.20.	Current draft maintains Wilburton approach, which allows administrative departures for many numerical standards. In lieu of expanding departures further, prefer suggestions of items which are recurring departure requests which may require a code fix, or suggestions of ways to build in more targeted flexibility.	No change proposed
20.25B.030	Stream Restoration and Green Factor	Site daylighting or restoring a stream under the CAO should be exempt from Green Factor or have a multiplier of 2x or more. Delete the word "required" from the second sentence of 20.25B.030.C.2.d. The 0.3 ratio is based on a normal building footprint without driveways or parking areas, and this is true whether the driveway or parking area is required by the city or not.	Critical areas and their buffers are already exempt from the Green Factor, added clarifying language to note that this includes daylight streams.	Complete
20.25B.030	Weather Protection	D.4. Canopy requirements need more clarity. What is required depth? What is the purpose and scope? This could be big cost. Refine language to ensure intent remains clear.	Applying minimum depth of 6 feet, consistent with downtown. May need to be increased when higher weather protection is provided, also addressed in this subsection.	Complete
20.25B.040	Building Design	Make explicit that floorplates are unlimited for all buildings under 100' tall. Define "Towers" as buildings greater than 100'. (Or confirm you agree the existing definition in 20.50.048 makes this clear.)	We confirm that 20.50 LUC definition of "Tower" will apply: "Any building with a minimum height of 100 feet or greater"	No change proposed
20.25B.040	Building Design	Section B.5 – Façade Modulation: include a depiction to provide clarity so projects don't get hung up in ADR. This section needs some additional review/examination. If you're set back 15'1" from the public right of way is modulation required? Why 60' vs. 85'? Exempt midrise? Why is c. only applicable to mass timber? The language in b suggests a 15' setback exempts all buildings.	Current draft maintains Wilburton approach, only changes are to reflect updates needed for consistency with state law (HB 1183).	No change proposed
20.25B.040	Building Design	Section C.4 – Mechanical Equipment Screening. Screening from above should only apply to mechanical equipment located less than 85' in elevation. A 250' building should not have to do overhead screening on the roof.	Land Use staff recommend retaining this requirement as established practice in the city. Screening options include simply painting to match, which seems reasonable.	No change proposed
20.25B.040	Building Design	In C.4.b and C.4.a – Remove the phrase "in order of preference" in list of options for screening mechanical equipment. This is arbitrary and will create plan reviewer issue in ADR.	Removed. This provides additional flexibility for screening from above, as noted in previous comment.	Complete
20.25B.040	Building Design	D.2.a – Parking Structures: Remove "All above-grade floors of a parking structure shall be horizontal with a floor-to-ceiling height of at least 10 feet to accommodate future adaptive reuse of the space, except for ramps providing circulation between floors."	We anticipate that parking demand will decrease in years ahead, and see this as a reasonable standard to help enable the conversion of parking structures to occupiable space in the future.	No change proposed
20.25B.040	Tower Separation	Maintain 50' tower separation instead of applying Wilburton 60' separation.	Maintaining Wilburton standard. The Wilburton standard is also consistent with Downtown.	No change proposed

Code Section	Topic	Comment(s)	Response/Notes	Status
20.25D.015 Or 20.50.046	BelRed Overlay Definitions S Definitions	Define the "Street Grid" as the walkable, bikeable network created by the 1,200-foot maximum block lengths.	"Street Grid" is not a term informing any regulations in the code. There are standards for the area subject to block limits, and there are defined local street and green street segments.	No change proposed
20.25D.020	Local Streets	How are sites impacted by both critical areas and the street grid treated?	The number of defined required segments has been reduced, and included removing segments which were problematic due to known critical area interactions. The updated CAO also provides additional flexibility for development on sites with degraded critical areas.	No change proposed
20.25D.020	Local Streets	Main concerns: these local streets are not needed from a transportation perspective, so how is staff determining which local streets remain? Why not just use the block size limit to solve this, and quit trying to prescribe street locations? These standards will make it less likely that properties redevelop, not more.	The statement that local streets are not required from a transportation perspective only refers to the system level. The local street grid is required to ensure access is available throughout BelRed as development proceeds, and that individual parcels can develop without creating access issues for their neighbors. The public local grid has been reduced to those segments staff recommend as being most important to ensure certainty around access, as well as important east-west Green Street connections.	No change proposed
20.25D.020	Access Corridors	The Active Transportation and Service Corridor are good typologies, but the code should add 1) clarification that typology is up to applicant unless a mapped street; 2) orientation of the corridor is completely up to applicant so long as dimensions, block length and intersection standards are met; and 3) need to add a third typology for Pedestrian Oriented Connection or Bike Path – that is 14 feet like Wilburton and not required for emergency access.	The draft has been updated with a new Enhanced Shared Use Path. This includes a minimum 14 foot shared path, with additional amenity zone required. The path can only be used to frame a block where emergency access is not required.	Complete
20.25D.020	Local Streets	Intersection concerns should be handled via design rules, not in prescribed locations. Safe intersection can be achieved without full street alignments by enforcing Right-In/Right-Out (RIRO) vehicular access and establishing minimum curb cut spacing from arterials.	Language has been softened around intersection alignments. Transportation is willing to consider adjustments to intersection layouts, however applicant must work with the city to analyze and resolve potential impacts.	Complete
20.25D.020	Access Corridors	Plazas should also be able to function as shared use paths if they meet the minimum standards.	New Enhanced Shared Use Path has provisions for a path to also be considered an outdoor plaza when achieving established design standards for outdoor plazas.	Complete
20.25D.020	On-Street Parking	Eliminate the need for on-street parking along some portions of streets to enhance the pedestrian experience. How will specific design elements be negotiated with transportation?	On street parking is now limited to only being required with local streets and green streets. Language in the draft also provides for flexibility on on street parking. Open to additional suggestions and ideas.	Complete
20.25D.020	Local Streets	Instead of prescriptive street grid standards, include design standard to prohibit the creation of trapped parcels. If a development creates a trapped parcel, resolve through standard Cross-Access Easements and Shared Access Easements, instead of mandating costly roads.	While possible, requiring the reduced grid provides greater certainty. Dedicated public streets also provide more consistent outcomes for future road maintenance and public access, among other benefits. It is difficult to anticipate and resolve all potential access conflicts through easements across the district.	No change proposed
20.25D.020	Local Streets	New street typologies are good for flexibility but need to add the shared use path; no emergency vehicles.	Added a new "Enhanced Shared Use Path". Also provide the opportunity for these paths to qualify as outdoor plazas under the amenity incentive system when achieving all design criteria while maintaining 14 feet travel lane throughout.	Complete
20.25D.020	Access, Blocks, and Circulation	If there are two sites with existing buildings, and the existing buildings are separated with 9 feet of distance, what happens when one site redevelops? Will the result be an interim street built close to the existing building on the other site?	Yes, interim streets would be the solution. The first site to develop would build an interim street along the property line.	No change proposed
20.25D.020	Local Streets	Codify flexibility in street implementation within master-planned projects. In certain cases, rigid application of the grid may conflict with feasible building layouts. Removing the local street requirements from our site and generally allowing flexibility where projects deliver strong urban design outcomes would help ensure development can occur while still meeting connectivity objectives.	Staff will discuss considerations for replacing public streets with private streets at the first study session.	In Progress
20.25D.020	Access Corridors	Allow use of a woonerf-style pedestrian street to frame blocks	This is possible with established private access corridors, though not currently possible for defined local street segments.	No change proposed

Code Section	Topic	Comment(s)	Response/Notes	Status
20.25D.020.B	Access, Blocks, and Circulation	One challenge described is understanding whether or not a pedestrian connection would apply to a site, it might not have connectivity but would be subject to block length requirements. Consider allowing sites with certain frontage length or less are not required to provide that connection, or in cases when adding it would be over X percentage of the property. Is it fair or possible to add flexibility here?	Believe that reducing the number of required segments and providing additional language around flexibility should resolve such issues, but please bring remaining cases forward.	No change proposed
20.25D.020.B.1.b	BelRed Street Network	What does "generally consistent" mean in this section?	It means that, while the specific segment must be provided, there can be flexibility around its precise location. This flexibility depends on the specifics of the site, proposal, and surrounding network.	No change proposed
20.25D.020.B.2.b	Block Perimeter	Why isn't pedestrian access corridors one of the options available to break down a block?	A new shared use path option, paired with area for landscaping and amenities, can now be used to frame blocks. In addition, can be paired with a plaza amenity.	Complete
20.25D.020.B.2.c	Block Perimeter	What is the rationale behind the maximum block perimeter?	This limit only applies to determine whether block size limits apply. It is intended to provide some additional flexibility to allow sites slightly larger than the 1,200 foot perimeter to develop without triggering block size requirements. It was informed by a parcel analysis.	No change proposed

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Attachment C

Chapter 20.10 Land Use Charts

20.10.020 Establishment of land use districts.

Land use districts in the City are hereby established as follows:

Commented [A1]: All BelRed (BR)-specific land use districts are proposed to be replaced with more general Mixed Use Districts. The sole exception is BR-GC, which is proposed to be retained.

District	Designation
...	
~~BelRed~~	
~~BelRed-Medical Office~~	~~BelRed-MO~~
~~BelRed-Medical Office Node~~	~~BelRed-MO-1~~
~~BelRed-Office/Residential~~	~~BR-OR~~
~~BelRed-Office/Residential Node 1~~	~~BelRed-OR-1~~
~~BelRed-Office/Residential Node 2~~	~~BelRed-OR-2~~
~~BelRed-Residential/Commercial Node 1~~	~~BelRed-RC-1~~
~~BelRed-Residential/Commercial Node 2~~	~~BelRed-RC-2~~
~~BelRed-Residential/Commercial~~	~~BelRed-RC-3~~
~~BelRed-Commercial/Residential~~	~~BelRed-CR~~
~~BelRed-Residential~~	~~BelRed-R~~
~~BelRed-General Commercial~~	~~BelRed-GC~~
~~BelRed-Office/Residential Transition~~	~~BelRed-ORT~~
...	
Urban Core	UC
Mixed-Use Highrise	MU-H

<u>Mixed-Use Residential Highrise</u>	<u>MUR-H</u>
<u>Mixed-Use Office Highrise</u>	<u>MUO-H</u>
<u>Mixed-Use Medical Highrise</u>	<u>MUM-H</u>
Mixed-Use Midrise	MU-M
Mixed-Use Residential Midrise	MUR-M
<u>Mixed-Use Medical Midrise</u>	<u>MUM-M</u>
<u>Mixed-Use Residential Lowrise</u>	<u>MUR-L</u>

20.10.375 — BelRed

A. Purpose and Intent.

~~BelRed is a major mixed-use employment and residential area characterized by a transit-oriented, nodal development pattern, over time replacing the area's original low-intensity light industrial and commercial past. The City will encourage land uses in the BelRed area which promote employment, retail and residential opportunities. More intense uses and greater heights are concentrated in designated nodal development areas along the NE 15th/16th corridor; these areas are intended to be served by high-capacity transit. New development in these designated nodal areas is expected to have a transit-supportive and pedestrian-friendly form. The entire BelRed area will be distinguished by environmental and community amenities that serve residents and employees in the area, as well as nearby neighborhoods and the entire city. New development is expected to make significant contributions to these amenities, and to the infrastructure needed to support redevelopment.~~

~~Redevelopment of the BelRed area will occur over decades, and the City encourages a graceful transition of land use over time. Therefore special provisions are appropriate for existing uses that may not be part of the area's long-term envisioned future.~~

- ~~1. — BelRed-Medical Office (BelRed-MO). The purpose of the BelRed-MO Land Use District is to provide an area for office uses, with an emphasis on medical office.~~
- ~~2. — BelRed-Medical Office Node (BelRed-MO-1). The purpose of the BelRed-MO-1 Land Use District is to provide an area for the most intense medical office uses. The~~

Commented [A2]: District-specific descriptions have been updated in LUC 20.10.398.

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district is located within the core of a nodal area, and is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the BelRed area.

3. – BelRed Office/Residential (BelRed-OR). The purpose of the BelRed-OR Land Use District is to provide an area for a mix of office, housing and retail uses, with office as the predominant use.
4. – BelRed Office/Residential Node 1 (BelRed-OR-1). The purpose of the BelRed-OR-1 Land Use District is to provide an area for a mix of office, housing and retail uses within the core of a nodal area, with offices as the predominant use. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the BelRed area.
5. – BelRed Office/Residential Node 2 (BelRed-OR-2). The purpose of the BelRed-OR-2 Land Use District is to provide an area for a mix of office, housing and retail uses, with office as the predominant use. The district is located within a node but outside the node's core, and building heights provide for a transition between the node's core and areas outside the node.
6. – BelRed Residential/Commercial Node 1 (BelRed-RC-1). The purpose of the BelRed-RC-1 Land Use District is to provide an area for a mix of housing, retail, office and service uses within the core of a nodal area, with an emphasis on housing. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the BelRed area.
7. – BelRed Residential/Commercial Node 2 (BelRed-RC-2). The purpose of the BelRed-RC-2 Land Use District is to provide an area for a mix of housing, retail, office and service uses. The district is located within a node but outside the node's core, and building heights provide for a transition between the node's core and areas outside the node.
8. – BelRed Residential/Commercial (BelRed-RC-3). The purpose of the BelRed-RC-3 Land Use District is to provide an area for a mix of housing, retail, office and service uses, with an emphasis on housing. The district is located within a node but in close proximity to mature, stable neighborhoods, and is thus appropriate for transitional heights.
9. – BelRed Commercial/Residential (BelRed-CR). The purpose of the BelRed-CR Land Use District is to provide an area for a mix of housing, retail, office and services.

~~Multiple uses are encouraged on individual sites, in individual buildings, and in the district as a whole.~~

~~10.—BelRed-Residential (BelRed-R). The purpose of the BelRed-R Land Use District is to provide an area for residential uses. Limited retail and service uses are permitted secondary to residential use, in order to provide the amenity of shopping and services within easy walking distance of residential structures.~~

~~11.—BelRed-General Commercial (BelRed-GC). The purpose of the BelRed-GC Land Use District is to provide an area for a wide variety of business activities that provide goods and services to other businesses and the general public.~~

~~12.—BelRed-Office/Residential Transition (BelRed-ORT). The purpose of the BelRed-ORT Land Use District is to provide an area for low-intensity offices and uses and low density multifamily residential dwellings, developed in such a manner as to provide a buffer between residential and more intensively developed properties.~~

~~B. Permitted Uses.~~

~~Specific categories of uses are listed in Chart 20.25D-070. LUC 20.25D-050 explains Chart 20.25D-070 and describes the applicable review procedures for BelRed. The description of the use chart contained in LUC 20.10.400 and the categories of uses contained in LUC 20.10.440 do not apply to the BelRed Land Use Districts.~~

~~C. General Development Requirements.~~

~~1.—Regulations applying to specific structures or activities are found listed alphabetically in Chapter 20.20 LUC; consult the alphabetical Key Word Index in the beginning of that chapter.~~

~~2.—BelRed-specific standards and guidelines are found in Chapter 20.25D LUC. All development in BelRed shall conform to these requirements.~~

20.10.398 Mixed-Use Land Use Districts

A. Purpose.

The Mixed-Use Land Use Districts are intended to be walkable, transit-oriented, and dense urban neighborhoods with a mix of uses that support the local and regional economy and a livable community. Refer to LUC 20.10.445 for allowed uses.

1. Goals.

- a. Develop Mixed-Use Land Use Districts as livable, sustainable, viable, and memorable neighborhoods;

Commented [A3]: The approach for land use allowances is addressed in LUC 20.10.445. Permitted, Prohibited, and Conditional Uses are proposed to be the same in the BelRed area as in Wilburton, ensuring consistency across both subareas.

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- b. Promote sustainable and resilient development that is responsive to the climatic and regional context of Bellevue;
- c. Encourage safe, functional, and attractive development that prioritizes pedestrians, and promotes sustainable transportation options;
- d. Develop cohesive and contextual urban development with a strong identity and connection to adjacent neighborhoods; and
- e. Foster a sense of community, pride, and stewardship of the built and natural environment.

B. District Descriptions.

1. Urban Core (UC). The purpose of the UC Land Use District is to provide for the highest-density mixed-use development near to Downtown. The district is limited in area so that the highest levels of density outside of Downtown are nearest to unique public amenities located within the districts, such as light-rail stations, the Grand Connection, and Eastrail.
2. Mixed-Use Highrise (MU-H). The purpose of the MU-H Land Use District is to provide for a mix of housing, retail, service, office, and complementary land uses at a high scale and density. The district provides a level of intensity appropriate for areas in proximity to high levels of transit and activity in mixed-use centers.
3. Mixed-Use Residential Highrise (MUR-H). The purpose of the MUR-H Land Use District is to provide primarily for housing at a high scale and density with a mix of retail, service, office, and complementary land uses.
4. Mixed-Use Office Highrise (MUO-H). The purpose of the MUO-H Land Use District is to provide for a mix of office, housing, retail, service, and complementary uses with a focus on office uses at high scale and density.
5. Mixed-Use Medical Highrise (MUM-H). The purpose of the MUM-H Land Use District is to provide a mix of laboratories, office, housing, retail, service, and complementary uses with a focus on medical uses at a high scale and density.
63. Mixed-Use Midrise (MU-M). The purpose of the MU-M Land Use District is to provide for a mix of housing, retail, service, office, and complementary land uses at a medium scale and density. The district provides for a transition between higher and lower density land use districts in mixed-use areas throughout the City.
74. Mixed-Use Residential Midrise (MUR-M). The purpose of the MUR-M Land Use District is to provide primarily for housing with retail, service, office, and

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complementary uses at lower floors at a medium scale and density. The district provides a transition between higher and lower density land use districts while providing shopping, services, and amenities close to housing.

8. Mixed-Use Medical Midrise (MUM-M). The purpose of the MUM-M Land Use District is to provide a mix of laboratories, office, housing, retail, service, and complementary uses with a focus on medical uses at a medium scale and density.
9. Mixed-Use Residential Lowrise (MUR-L). The purpose of the MUR-L Land Use District is to provide primarily for housing with a mix of retail, service, office, and complementary uses at a low scale and density.
10. BelRed General Commercial (BR-GC). The purpose of the BelRed-GC Land Use District is to provide an area for a wide variety of business activities that provide goods and services to other businesses and the general public.

20.10.400 Use chart described – Interpretation

...

B. Chart 20.10.440 does not apply in the following land use districts and overlays:

1. Downtown Districts. Permitted uses in Downtown land use districts are listed in LUC 20.25A.050.
- ~~2. BelRed Districts. Permitted uses in BelRed land use districts are listed in LUC 20.25D.070.~~
23. Shoreline Overlay District. Permitted uses in the Shoreline Overlay District are listed in LUC 20.25E.020.
34. Medical Institution (MI) District. Permitted uses in the MI land use district are listed in LUC 20.25J.020.
45. Office and Limited Business-Open Space (OLB-OS) District. Permitted uses in the OLB-OS land use district are listed in LUC 20.25L.020.
56. Camp and Conference Center (CCC) District. Permitted uses in the CCC district are listed in LUC 20.25N.040.
67. Eastgate TOD District. Permitted uses in the Eastgate Transit Oriented Development land use district are listed in LUC 20.25P.050.
78. East Main Districts. Permitted uses in East Main Transit Oriented Development Districts are listed in LUC 20.25Q.050.

Commented [A4]: Edits based on text of 20.10.400 as proposed to be amended through the HOMA LUCA.

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89. Mixed-Use Land Use Districts. Permitted uses in Mixed-Use Land Use Districts subject to Part 20.25BR LUC, Part 20.25C LUC, or Part 20.25D LUC are governed by LUC 20.10.445.

20.10.420 Interpretation of land use charts by Director.

...

C. Appeal.

An applicant may appeal the final decision of the Director provided pursuant to subsection A of this section by requesting an interpretation of LUC 20.10.445 or of the use charts contained in LUC 20.10.440 or Chapter 20.25 LUC relating to the inclusion or exclusion of a proposed use. This request for interpretation of LUC 20.10.445 or of the Land Use Code charts will be processed pursuant to Part 20.30K LUC.

20.10.445 Land uses in Mixed-Use Land Use Districts.

A. Applicability.

This section only governs land uses ~~in mixed-use land use districts established under LUC 20.10.020 and described in LUC 20.10.398~~ within the BelRed Overlay and within the Wilburton Overlay. The provisions of this section do not apply to any other land use districts.

...

B. Permitted Uses.

...

5. Use-Specific Requirements. The following land uses are permitted, but structures or sites containing such uses are subject to specific requirements as follows:

- a. Manufacturing Uses. Structures containing manufacturing uses shall be limited to 20,000 gross square feet, or 25,000 gross square feet when Education or Special Schools uses are included as a subordinate use. Larger structures containing manufacturing uses may be allowed through an Administrative Departure as provided in LUC 20.25BR.010.D.34.
- b. Uses Relating to the Sale, Lease, or Rental of Automobiles or Motorcycles.
 - i. Applicability. Uses relating to the sale, lease, or rental of automobiles or motorcycles are permitted outright within the BR-GC Land Use District. These standards only apply to other Mixed Use Land Use Districts.

Commented [A5]: Permitted, Prohibited, and Conditional Uses are proposed to be the same in BelRed as in Wilburton.

ii. Intent. The purpose of these standards is to govern future development or redevelopment of structures or sites relating to the sale, lease, or rental of automobiles or motorcycles. The intent is not for existing structures or sites relating to the sale, lease, or rental of automobiles or motorcycles that were legally in existence prior to [Insert Effective Date of Ordinance] June 24, 2025, to meet these standards in order to continue to operate. However, if these standards are not met, such existing structures or sites are nonconforming for the purposes of LUC 20.20.561.

iii. Standards.

- (1) Outdoor storage or display of automobiles or motorcycles is prohibited between the building and any public right-of-way.
- (2) Outdoor storage or display areas shall not exceed 10 percent of the total lot area. A larger outdoor storage or display area may be allowed through an Administrative Departure, as provided in LUC 20.25BR.010.D.34.
- (3) Surface parking areas may be located between the primary building and a public right-of-way, consistent with subsection B.5.c of this section. These areas may also be used for additional outdoor storage or display; provided, that all automobiles and motorcycles are stored indoors outside of business operating hours.

...

C. Prohibited Uses.

The following land uses are prohibited as both principal and subordinate uses, except as otherwise noted:

...

9. Warehousing and storage services, except in the BR-GC Land Use District.
Warehousing and storage services are permitted uses in BR-GC.

Commented [A6]: Warehousing is currently permitted in BR-GC, and this is consistent with subarea plan.

10. Any land use prohibited under LUC 20.10.410.

11. Heliports, except where heliports are allowed as a conditional use under subsection D of this section.

Commented [A7]: Subsection D establishes heliports as a conditional use in the 116th Ave NE Corridor and Spring District Station Area Node neighborhood districts, limited only to government and hospital heliports used for emergency purposes. This maintains current BelRed approach.

D. Conditional Uses.

...

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2. The following land uses shall require a Conditional Use Permit pursuant to Part 20.30B LUC:
 - a. Essential public facilities.
 - b. Homeless services uses, as defined in LUC 20.20.455.
 - c. Regional utility system.
 - d. Transient lodging.
 - e. Utility facilities, except heat recovery systems may be permitted outright.
 - f. Heliports, but limited to the 116th Ave NE Corridor Neighborhood District and Spring District Station Area Node in the BelRed Overlay, as defined in LUC 20.25D.015. Heliports are further limited in these neighborhood districts to government and hospital heliports used exclusively for emergency purposes and regulated pursuant to the terms of LUC 20.20.450.

Commented [A8]: Heliports are currently allowed as conditional uses in BR-MO and BR-OR, subject to the other terms provided here. Revisions intended to maintain this approach by pointing to the neighborhood districts which generally align with those current land use districts.

Chapter 20.15 Affordable Housing

20.15.050 Modification of Certain Requirements

...

G. ~~Mixed-Use Land Use Districts~~Wilburton Overlay (Part 20.25C LUC).

1. Refer to LUC 20.25BR.050 and LUC 20.25C.050 for FAR exemptions and incentives applicable to affordable housing in ~~Mixed-Use Land Use Districts~~the Wilburton Overlay.
2. Refer to LUC 20.25C.060 for Catalyst Programs in ~~Mixed-Use Land Use Districts~~the Wilburton Overlay. The provisions of the Catalyst Programs may modify the requirements of this chapter for certain development within ~~Mixed-Use Land Use Districts~~the Wilburton Overlay.

H. BelRed Overlay (Part 20.25D LUC).

1. Refer to LUC 20.25B.050 and LUC 20.25D.050 for FAR exemptions and incentives applicable to affordable housing in the BelRed Overlay.

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20.15.100 Affordable Housing Suffix Eligibility

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Chart 20.15.100.C
Affordable Housing Suffix Eligibility

Reference Land Use District	Associated Affordable Housing Suffix
LDR-2, PO	(AH-1)
LDR-3, NB	(AH-2)
MDR-1, O, GC	(AH-3)
MDR-2, BR-CR, BR-ORT, BR-RC, CB, DT (Any), EG-TOD, EM-TOD-L, EM-TOD-L, F1, F3, LI, NMU, OLB, OLB 2, NMU, UC, MU-H, MUM-H, MUR-H, MUO-H, MU-M, MUM-M, MUR-M, MUR-L, MU7, MU16	(AH-4)

...

20.15.110 Affordable Housing Program – General

A. Applicability. This section applies to development meeting all of the following criteria:

1. The development contains either or both of the following:
 - a. 10 or more dwelling units, including any accessory dwelling unit permitted under LUC 20.20.120; or
 - b. More than 4,000 square feet of gross floor area.
2. The development is either fully or partially located within one of the following land use districts or overlays:
 - a. ~~A Mixed-Use Land Use District~~ The Wilburton Overlay. (UC, MU-H, MU-M, or MUR-M).
 - b. A Community Mixed-Use Design District (O, OLB, OLB 2, NB, CB, NMU, MU78, MU16, or F3 land use districts).
 - c. The EG-TOD land use district.
 - d. The F1 land use district.

e. The BelRed Overlay, ~~excluding BR-GC.~~

Commented [A9]: BR-GC has not increased in development capacity, does not go through design review, and cannot take advantage of the amenity incentive system. This district also does not prioritize housing.

B. Exceptions. The following development is exempt from this section, even where it would otherwise meet the criteria listed in subsection A of this section:

1. Building additions that increase the gross floor area by less than 50 percent.

C. Multifamily or Mixed-Use Development. Multifamily or mixed-use development subject to the requirements of this section shall comply with at least one of the following:

1. The residential performance option under LUC 20.15.120;
2. The payment option under LUC 20.15.150;
3. A combination of the residential performance option and the payment option in accordance with LUC 20.15.160; or
4. The land transfer option under LUC 20.15.170.

D. Nonresidential Development. Nonresidential development subject to the requirements of this section shall comply with at least one of the following:

1. The nonresidential performance option under LUC 20.15.130;
2. The payment option under LUC 20.15.150;
3. A combination of the residential performance option and the payment option in accordance with LUC 20.15.160; or
4. The land transfer option under LUC 20.15.170.

E. Acceptance and Deposit of Funds. If development subject to the requirements of this section elects to comply with this section through the payment option under LUC 20.15.150, or a combination of the payment option and a performance option under LUC 20.15.160, then the Director is authorized to accept such payment from the applicant. Funds shall be deposited into a special account and may be used by the City for the purposes authorized by RCW 36.70A.540.

20.15.120 Affordable Housing Program – Performance Option – Residential

...

B. Onsite Performance. Nonresidential development complying with LUC 20.15.110 through the residential performance option shall provide affordable housing in an amount indicated below.

...

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3. If the operation of this section would result in a fractional requirement, and that fraction is 0.5 or greater, then the number of dwelling units of affordable housing required at the applicable area median income shall be equal to the next higher whole number. If that fraction is less than 0.5, then the number of dwelling units of affordable housing required at the applicable area median income shall be rounded down to the next lower whole number; provided that the operation of this section shall not result in a performance requirement of less than one dwelling unit of affordable housing.

...

20.15.130 Affordable Housing Program – Performance Option – Nonresidential

...

- B. On-site Performance. Nonresidential development complying with LUC 20.15.110 through the nonresidential performance option shall provide affordable housing in an amount indicated below:

...

3. If the operation of this section would result in a fractional requirement, and that fraction is 0.5 or greater, then the number of dwelling units of affordable housing required at the applicable area median income shall be equal to the next higher whole number. If that fraction is less than 0.5, then the number of dwelling units of affordable housing required at the applicable area median income shall be rounded down to the next lower whole number; provided that the operation of this section shall not result in a performance requirement of less than one dwelling unit of affordable housing.

...

20.15.150 Affordable Housing Program – Payment Option

...

Table 20.15.150.B

Land Use District <u>or</u> <u>Overlay</u>	Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area	Residential and Mixed-Use Fee Per Square Foot of New Nonexempt Gross Floor Area

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Attachment C

~~UC, MU-H, MU-M, MUR-~~ Wilburton Overlay	\$16.50	\$13.00
BelRed Overlay	\$16.50	\$13.00
OLB 2, NMU, MU7, MU16, F1, F3, EG-TOD	\$16.50	\$13.00
O, OLB, NB, CB	\$16.50	\$10.00

Commented [A10]: Proposing the same mandatory housing approach and fee as Wilburton and higher-density HOMA districts.

20.15.170 Affordable Housing Program – Land Transfer Option

...

B. Land Transfer Option. As one means of complying with LUC 20.15.110, the City may, but is not required to, accept legal title to real property from an applicant for purposes relating to the construction, operation, maintenance, or acquisition of affordable housing. A proposed transfer of real property under this subsection shall be reviewed using the following procedure:

1. Eligibility. The City will not consider a land transfer under this subsection unless the real property proposed to be transferred is located as follows:

- a. If the development subject to LUC 20.15.110 is located within ~~a Mixed-Use Land Use District subject to Part 20.25R LUC~~ either the Wilburton Overlay or BelRed Overlay, then the real property proposed to be transferred must be located within ~~a Mixed-Use Land Use District subject to Part 20.25R LUC~~ the Wilburton Overlay or the BelRed Overlay.

...

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Chapter 20.20 General Development Requirements

20.20.005 Chart of dimensional requirements described.

...

D. Chart 20.20.010 does not apply in the following land use districts:

1. Downtown Districts. Dimensional requirements for structures or development located in Downtown land use districts are listed in LUC 20.25A.060.
- ~~2. BelRed Districts. Dimensional requirements for structures or development located in BelRed land use districts are listed in LUC 20.25D.080.~~
23. Factoria 1 District. Dimensional requirements for structures or development located in the Factoria 1 land use district are listed in LUC 20.25F1.040
34. Medical Institution (MI) District. Dimensional requirements for structures or development located in the MI land use district are listed in LUC 20.25J.030.
45. Office and Limited Business-Open Space (OLB-OS) District. Dimensional requirements for structures or development located in the OLB-OS land use district are listed in LUC 20.25L.030.
56. Camp and Conference Center (CCC) District. Dimensional requirements for structures or development located in the CCC land use district are listed in LUC 20.25N.040.
67. Eastgate TOD District. Dimensional requirements for structures or development located in the Eastgate Transit Oriented Development land use district are listed in LUC 20.25P.060.
78. East Main TOD Districts. Dimensional requirements for structures or development located in East Main Transit Oriented Development land use districts are listed in LUC 20.25Q.060.

20.20.010 Uses in land use districts dimensional requirements.

Chart 20.20.010 Uses in land use districts – Dimensional Requirements

...

Uses in Mixed-Use Highrise Land Use Districts – Dimensional Requirements

Commented [A11]: Base FAR to be reviewed at a future study session along with amenity incentive system

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	UC		MU-H		MUR-H		MUO-H		MUM-H	
Development Type (1)(2)	Nonres.	Res.	Nonres.	Res.	Nonres.	Res.	Nonres.	Res.	Nonres.	Res.
Maximum Height (3)	450'	450'	250'	250'	250'	250'	250'	250'	250'	250'
Base FAR	6.0	8.0	4.0	6.0	4.0	6.0	6.0	4.0	6.0	2.0 / 4.0 (6)
Maximum FAR	10.0	Unlimited	8.0	Unlimited	8.0	Unlimited	8.0	8.0	8.0	8.0
Maximum Floor Plate Above 55' Where Building Exceeds 100' (4)(5)	30,000 gsf	16,000 gsf	30,000 gsf	16,000 gsf	30,000 gsf	16,000 gsf	30,000 gsf	16,000 gsf	30,000 gsf	16,000 gsf

Uses in Mixed-Use Midrise and Lowrise Land Use Districts – Dimensional Requirements

	MU-M	MUR-M	MUM-M	MUR-L	BR-GC	
Development Type (1)(2)	All	All	All	All	Nonres.	Res.
Maximum Height (3)	100'	100'	100'	60'	45'	45'
Base FAR	2.5	2.5	2.5	1.0	2.0	1.0
Maximum FAR	6.0	6.0	6.0	4.0	2.0	1.0

Notes: Dimensional Requirements in Mixed-Use Land Use Districts:

(1) For purposes of applying FAR and height limits, a single building is considered residential if more than 50 percent of the gross floor area is devoted to residential uses. The maximum floor plate shall be determined based on whether more than 50 percent of the gross floor area of an individual tower is dedicated to residential or nonresidential use.

(2) Hotels and motels and other transient lodging shall be considered nonresidential uses for purposes of this Chart 20.20.010.

(3) Refer to ~~LUC 20.25R.040.B.2 and 20.20.525~~ for allowable projections above the maximum height limits.

Commented [A12]: 20.20.525 is now drafted to allow projections in certain circumstances for any land use district with height limits of 100 feet and above.

(4) Refer to LUC 20.25RB.040.B.3 for exceptions to this requirement.

(5) Where a building exceeds 100 feet in height, the maximum floor plate restriction shall apply beginning with the first full floor plate located above 55 feet in height and then to all floor plates going up to the applicable maximum building height.

~~(6) Base FAR for residential development on the west side of 116th Avenue NE is 2.0. Base FAR for residential development on the east side of 16th Avenue NE is 4.0.~~

20.20.030 Designation and measurement of required setbacks.

...

E. The critical area buffer and critical area structure setback requirements of Part 20.25H LUC are in addition to ~~the other~~ setback requirements contained in the land use code. ~~of LUC 20.20.010, 20.25D.080, 20.25F.040, 20.25J.030, 20.25L.030, 20.25N.050 and 20.25P.060.~~ Where there are multiple setback requirements, the greater setback dimension is required.

20.20.070 Lots nonconforming as to area, street frontage, width, or depth – Status.

...

~~D. This section is not applicable in the BelRed Land Use Districts. Refer to LUC 20.25D.060 for regulations relating to existing conditions.~~

20.20.255 Electrical utility facilities.

...

D. Alternative Siting Analysis.

...

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2. Content of Alternative Siting Analysis. Upon submittal of the Conditional Use Permit application required pursuant to subsection C of this section, the applicant shall submit results of the siting analysis which:

...

- c. Describe which of the sites analyzed are considered practical or feasible alternatives by the applicant, and which of the sites analyzed are not considered practical or feasible, together with supporting information that justifies the conclusions reached. For sites located within a Neighborhood Business Land Use District, Residential Land Use District, ~~and/or the South of Bel-Red Road Neighborhood District~~ BelRed Office/Residential Transition (BR-ORT), the applicant shall:

...

- d. Identify a preferred site from the alternative locations considered for the proposed new or expanding electrical utility facility. The following location selection hierarchy shall be considered during identification of the preferred site alternative: (i) ~~nonresidential land use districts that do not permit residential uses~~, (ii) ~~the BelRed Office/Residential Transition (BR-ORT) South of Bel-Red Road Neighborhood District~~, and (iii) ~~residential areas~~ land use districts that permit residential uses. The applicant may identify a preferred site alternative in ~~a Residential Land Use District~~ land use district that permits residential uses or ~~the BelRed Office/Residential Transition (BR-ORT) South of Bel-Red Road Neighborhood District~~ upon demonstration that the location has fewer site compatibility impacts than a location in a land use district that does not permit residential uses.

...

20.20.400 Fences.

...

B. Barbed Wire.

No barbed wire may be used in fencing along a property boundary except at the top of a solid or chain link fence six feet or more in height. Barbed wire fencing is prohibited in the BelRed Overlay.

Commented [A13]: Consolidating existing BelRed-specific fence standards in the general code.

C. Electric Fences.

Electric fences are not permitted in a Residential Land Use District or the BelRed Overlay, except where additional fencing or other barriers prevent access to the fence

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by small children on the adjacent property. Otherwise, electric fences are permitted provided they comply with the following requirements: (1) an electric fence using an interrupted flow of current at intervals of about 1 second on and 2 seconds off shall be limited to 2,000 volts at 17 milliamp, current; (2) an electric fence using continuous current shall be limited to 1,500 volts at 7 milliamp, current. All electric fences shall be posted with permanent signs a minimum of 36 square inches in area at intervals of 15 feet stating that the fence is electrified. Electric fences sold as a complete and assembled unit can be installed by an owner if the controlling elements of the installation are certified by an A.N.S.I. approved testing agency.

D. Chain Link Security Fences.

1. May be permitted within the front setback in CB, GC, or LI Districts, or in commercial parking lots and storage areas, providing plans are approved by the Development Services Department upon finding that the fence will not violate sight obstruction standards, BCC 14.60.240, nor stand in, or in front of, any required landscaping.
2. BelRed Overlay. Chain link fences are not permitted on any street frontage in the BelRed Overlay except as follows:
 - a. To secure a construction site or area during the period of construction, site alteration, or other modification;
 - b. In connection with any approved temporary or special event use; or
 - c. As a component of a nonconforming use, structure, or site pursuant to LUC 20.20.561.

20.20.420 Green Building.

- A. Applicability. The provisions of this section apply to the green building components of the amenity incentive programs in for Mixed-Use Land Use Districts contained in LUC 20.25B.050, 20.25C.050, and 20.25D.050.
- B. Administrative rule. The varying nature of sustainable development strategies and the frequency of innovation in sustainability require flexibility in rulemaking and opportunities for periodic updates. Thus, green building requirements and incentives shall be established by the Director by rule adopted in accordance with LUC 20.40.100. The rule shall address the following:
 1. The Director shall establish a tiered list of green building certification programs.

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- a. Tiers may be used to achieve bonus points in the Amenity Incentive System for Mixed Use Land Use Districts as provided in LUC 20.25BR.050, 20.25C.050, and 20.25D.050.

...

20.20.525 Mechanical equipment.

...

C. Implementation.

...

- 8. Allowable Projections Above Maximum Height. In all Land Use Districts with height limits of 100 feet and above, ~~including all Mixed Use, BelRed, and Eastgate Land Use Districts,~~ buildings may exceed the maximum height as follows:

- a. Mechanical equipment and related appurtenances may be located above the maximum height applicable to the development up to the additional height indicated below. For buildings containing life science uses, the additional height above the maximum is meant to generally accommodate mechanical equipment necessary for such uses. For building containing all other uses, the additional height above the maximum must only contain uninhabitable space and any improvements or structures required to access, service, or screen the mechanical equipment:
 - i. Buildings containing life science uses: 45 feet.
 - ii. Buildings containing all other uses: 30 feet.
- b. Renewable electricity-generating equipment, such as photovoltaic panels located on the top of buildings, is exempt from the maximum height requirement.

Commented [A14]: Note additional building height flexibility for life science uses in all districts with a maximum building height of 100' or more. In BelRed, this applies to all Highrise and Midrise districts.

20.20.537 Micro-Apartments.

A. Applicability and Relationship to Other Regulations.

Where noted in LUC 20.10.440 through 20.10.445 and Use Charts for Downtown in LUC 20.25A.050.D, ~~BelRed in LUC 20.25D.070,~~ Eastgate Transit Oriented Development in LUC 20.25P.050_x, and East Main in LUC 20.25Q.050.D, and when located within the following areas:

...

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3. Within one-half mile of a future light rail or bus rapid transit station scheduled to begin service within two years; ~~or:~~
4. Within one-half mile of a light rail or bus rapid transit station.

Micro-Apartments shall be eligible for exceptions and modified standards in subsection B of this section. Where there is a conflict between this section and other provisions of the Land Use Code, these exceptions and modified standards shall govern.

...

20.20.540 Multifamily play areas.

A. New multifamily developments of 10 units or more shall be required, as a condition of Building Permit approval, to provide a minimum of 800 square feet of unpaved, usable open space with lawn or other soft surface for an outdoor children's play area, plus an additional 50 square feet of usable open space for each additional unit beyond the initial 10 units, up to a maximum of 10,000 square feet. This requirement does not apply to:

1. Multifamily development in Downtown, the BelRed Overlay, or in the Wilburton Overlay or in Mixed-Use Land Use Districts established under LUC 20.10.020 and described in LUC 20.10.398;
2. Multifamily development devoted exclusively to senior citizen dwellings as defined in LUC 20.50.046; ~~or~~
3. Micro-apartments; ~~or~~
4. Multifamily development in the Community Mixed-Use Design District (O, OLB, OLB 2, NB, CB, NUMU, MU7, MU16, or F3);
5. Multifamily development in the EG-TOD land use district; ~~or~~
6. Multifamily development in the F1 land use district; or:
7. Rooming houses.

...

20.20.561 Nonconforming Uses, Structures, and Sites.

A. Applicability.

1. General Applicability. Except as provided below, this section applies to nonconforming uses, nonconforming structures, and nonconforming sites located within any Land Use District established under LUC 20.10.020.
2. Exceptions.

Commented [A15]: See April 22 Planning Commission packet for attachment with full section updated through HOMA on March 17.

...

- e. Medical Institution District. The requirements of this section shall apply as normal in the MI land use district except as otherwise provided in LUC 20.25J.030 or LUC 20.25J.060.

- f. ~~BelRed Land Use Districts. The provisions of this section do not apply to uses, structures, or sites located within a BelRed Land Use District established under LUC 20.10.020 and described in LUC 20.10.375. Refer to LUC 20.25D.060 for the requirements for such nonconforming uses, structures, and sites.~~

...

E. Regulations Applicable to Nonconforming Structures and Nonconforming Sites.

...

3. Proportional Compliance.

...

c. Threshold Triggering Required Improvements.

- i. General: The standards of this subsection shall be met when the value of alterations to a nonconforming structure, a nonconforming site, or to both a nonconforming structure and nonconforming site exceed \$248,577 as of [Insert Effective Date]. The threshold established here will be reviewed annually and, effective January 1st of each year, the Director shall administratively increase or decrease this threshold by an adjustment to reflect the current published annual change in the Seattle Consumer Price Index for Wage Earners and Clerical Workers as needed in order to maintain accurate construction costs for the region. ~~the threshold established in LUC 20.25D.060.G.3.a, as may be, or has previously been, administratively adjusted.~~

...

f. Required Improvements by Land Use District Established Under LUC 20.10.020:

...

- xii. ~~Wilburton Overlay~~UC, MU-H, MU-M, and MUR-M Land Use Districts (Part 20.25CR LUC):

Commented [A16]: On May 26, 2009, the LUC established \$150,000 as the threshold for the BelRed Nonconforming Code and stated that it should be adjusted for inflation each year. This number is the result of these annual adjustments and is current for 2026. As we will be repealing LUC 20.25D.060, we need to state this number explicitly here in 20.20.561 instead of cross-referencing.

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- (1). If required for the site under LUC 20.25~~CR~~.020.C, then non-motorized access to Eastrail meeting the requirements of LUC 20.25~~CR~~.020.
- (2). If required for the site under LUC 20.25~~C~~.020.C, then emergency vehicle access to the Eastrail corridor meeting the requirements of LUC 20.25~~CR~~.020.
- (3). If required for the site under LUC 20.25~~CR~~.030.C, then major public open space meeting the requirements of LUC 20.25~~CR~~.030.C.
- (4). If required for the site under LUC 20.25~~CR~~.030.D~~G~~., then frontage paths along the Eastrail corridor meeting the requirements of LUC 20.25~~CR~~.030.D~~G~~.
- (5). If required for the site under LUC 20.25~~CR~~.020.B, then access, block, and circulation required under LUC 20.25~~CR~~.020.B.
- (6). Landscaping meeting the requirements of LUC 20.25B.030.C, LUC 20.25~~CR~~.030.C, and LUC 20.20.520.
- (7). If required for the site under LUC 20.25~~CR~~.030.D~~G~~, then active uses along the Eastrail corridor meeting the requirements of LUC 20.25~~CR~~.030.D~~G~~.
- (8). If required for the site under LUC 20.25~~CR~~.030.D~~G~~, then active uses along the Grand Connection meeting the requirements of LUC 20.25~~CR~~.030.D~~G~~.
- (9). If required for the site under LUC 20.25~~BR~~.030.D~~E~~, then weather protection meeting the requirements of LUC 20.25~~BR~~.030.D~~E~~.
- (10). If required for the site under LUC 20.25~~BR~~.030.F~~G~~, then a landscape buffer from the property line adjoining Interstate 405 meeting the requirements of LUC 20.25~~BR~~.030.F~~E~~.

xiii. BelRed Overlay (Part 20.25D LUC):

- (1) Landscaping meeting the requirements of LUC 20.25B.030.C, LUC 20.25D.030.C, and LUC 20.20.520.
- (2) If required for the site under LUC 20.20.590, then circulation and internal walkways required under LUC 20.20.590.
- (3) Required paving of surface parking, outdoor storage, and retail display areas.

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(45) If required for the site under LUC 20.25D, then weather protection meeting the requirements of LUC 20.25D.

(56) If required for the site under LUC 20.25D, then access, block, and circulation required under LUC 20.25D.

(6) If required for the site under LUC 20.25B.030.F, then a landscape buffer from the property line adjoining Interstate 405 or State Route 520 meeting the requirements of LUC 20.25B.030.F.

20.20.590 Parking, circulation, and walkway requirements.

...

F. Minimum/Maximum Parking Requirement by Use.

1. Specified Uses. Subject to subsections G, H, and L of this section, the property owner shall provide at least the minimum and may provide no more than the maximum number of parking stalls as indicated below:

	Use	Minimum Number of Parking Spaces Required (4)(5)	Maximum Number of Parking Spaces Allowed
...	...	...	...

nsf = net square feet (See LUC 20.50.036).

Notes: Minimum/Maximum Parking by Use:

...

- (4) In ~~Mixed-Use Land Use Districts established under LUC 20.10.020 and described in LUC 20.10.398~~ the Wilburton and BelRed Overlays, the minimum number of parking stalls required shall be reduced by 75 percent.

...

20.20.727 Redevelopment of Existing Buildings

...

- B. For development applications meeting all of the requirements of subsection A of this section, the normal requirements of this Code shall apply during the land use or

Commented [A17]: Applies existing Wilburton approach of applying a flat reduction to Citywide parking standards to BelRed. The Parking Reform LUCA will revise all parking requirements for consistency with state law and consolidate for ease of use by January 27, 2027.

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building permit review required for the application except as such requirements are modified below by this subsection:

...

5. The following sections of the Land Use Code, now or as hereafter amended, do not apply:

- a. LUC 20.20.070 (Lots nonconforming as to area, street frontage, width or depth – Status);
- b. LUC 20.20.540 (Multifamily play areas);
- c. LUC 20.20.561 (Nonconforming structures, uses and sites);
- d. LUC 20.20.725 (Recycling and solid waste collection areas);
- e. ~~LUC 20.25D.060 (Existing conditions).~~

...

7. Nonconforming Uses, Structures and Sites. ~~Except in any BelRed Land Use District,~~ ~~any~~Any nonconforming use, nonconforming structure, or nonconforming site may continue when all of the requirements of subsection B.7.a of this section are met. However, once a final certificate of occupancy is issued, such nonconformities may continue only to the extent allowed by LUC 20.20.561.

...

8. ~~BelRed Existing Conditions. For eligible residential development in any BelRed Land Use District, any existing use or existing development may continue when all of the requirements of subsection B.8.a of this section are met. However, once a final certificate of occupancy is issued for the redevelopment, such existing use or existing development may continue only to the extent allowed by LUC 20.25D.060. For the purposes of this section, the terms “existing use” and “existing development” shall have the same meaning as provided in LUC 20.25D.060.~~

~~a. The existing use or existing development must:~~

- ~~i. Be associated with the development application meeting the eligibility criteria provided in subsection A of this section; and~~
- ~~ii. Have existed prior to submittal of the development application meeting the eligibility criteria provided in subsection A of this section.~~

89. Prior Participation in an Amenity Incentive System. If the existing building was originally constructed using a bonus obtained through voluntary participation in an amenity incentive system contained in the land use code, then the benefit or amenity provided in exchange for receipt of that bonus must remain and be maintained following the addition of dwelling units under this section. The benefit or amenity must remain and be maintained subject to the original requirements, except that the location of the benefit or amenity may be moved elsewhere on the site or within the existing building subject to the approval of the Director.

...

20.20.900 Tree Retention and Replacement

...

B. Applicability.

...

4. This section is inapplicable in the following circumstances:

...

- g. This section does not apply to Development Activity in any Mixed-Use Land Use District established under LUC 20.10.020 and described in LUC 20.10.398 either the Wilburton Overlay or the BelRed Overlay.

...

Commented [A18]: In lieu of tree credit system, BelRed will now be subject to Green Factor and landscape requirements.

Part 20.25B Mixed-Use Land Use Districts

20.25B.010 General

A. Purpose.

The purpose of this part is to promote excellence in design quality and innovation, while enhancing the identity of Mixed-Use Land Use Districts, without prescribing a specific architectural style, aesthetic, or theme.

B. Applicability.

1. The provisions of this chapter shall apply to all development within the Wilburton Overlay and the BelRed Overlay.
2. Except to the extent expressly provided in this Part 20.25B, or as expressly provided in either Part 20.25C or Part 20.25D, as applicable to a development, the provisions

Commented [A19]: Part 20.25R LUC is proposed to be repealed and replaced with Part 20.25B as shown.

The intent of Part 20.25B is to apply the majority of existing Part 20.25R to both the BelRed and Wilburton Overlays. Development regulations currently contained in part 20.25R that are specific to Wilburton will be included in the new Wilburton Overlay, Part 20.25C. Development regulations currently contained in Part 20.25R that are specific to BelRed will be included in the new BelRed Overlay, Part 20.25D.

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of the Land Use Code and all other applicable provisions of the Bellevue City Code shall apply.

C. Relationship to Other Regulations.

1. To the extent that any provision this Part 20.25B conflicts with any requirement contained in the Shoreline Overlay District (i.e., Part 20.25E LUC), Part 20.25E LUC shall control.
2. To the extent that any provision of this Part 20.25B conflicts with any requirement contained in the Critical Areas Overlay District (i.e., Part 20.25H LUC), Part 20.25H LUC shall control.
3. To the extent that any provision of this Part 20.25B conflicts with any requirement contained in Part 20.25C, then Part 20.25C shall control.
4. To the extent that any provisions of this Part 20.25B conflicts with any requirement contained in Part 20.25D, then Part 20.25D shall control.
5. Land Use Code Sections Not Applicable. The following sections of Chapter 20.20 LUC do not apply within Mixed-Use Land Use Districts. Unless specifically listed below, all other sections of Chapter 20.20 LUC apply within Mixed-Use Land Use Districts.
 - a. LUC 20.20.012 through 20.20.025;
 - b. LUC 20.20.060;
 - c. LUC 20.20.070;
 - d. LUC 20.20.125;
 - e. LUC 20.20.135;
 - f. LUC 20.20.140;
 - g. LUC 20.20.190;
 - h. LUC 20.20.192;
 - i. LUC 20.20.200;
 - j. LUC 20.20.250;
 - k. LUC 20.20.252;
 - l. LUC 20.20.522;

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- m. LUC 20.20.538;
- n. LUC 20.20.540;
- o. LUC 20.20.720;
- p. LUC 20.20.750;
- q. LUC 20.20.760;
- r. LUC 20.20.800;
- s. LUC 20.20.900.

D. Review Required.

1. Effect of Approval. Master Development Plans vest in accordance with LUC 20.40.500.A and expire in accordance with LUC 20.40.500. Design Reviews vest in accordance with LUC 20.40.500 and expire in accordance with Part 20.30F LUC. An extended vesting period may be granted for Master Development Plans and associated Design Review approvals in accordance with LUC 20.30V.190.
2. Master Development Plan.
 - a. Scope of Approval. Master Development Plan review (Part 20.30V LUC) is a mechanism by which the City shall ensure that the site development components of a multiple building are consistent with the Comprehensive Plan and meet all applicable development standards. Design, architecture and amenity standards and guidelines shall be met as a component of the Design Review (Part 20.30F LUC). Master Development Plan approvals required pursuant to subsection D.2.b of this section shall identify proposed building placement within the project limit and demonstrate compliance with the following development regulations:
 - i. Dimensional requirements pursuant to LUC 20.20.010 and as listed below:
 - ii. Building height for each building identified in subsection D.2.a of this section;
 - iii. Floor area ratio for each building. Floor Area Ratio shall also be provided to calculate the amenities required pursuant to ~~LUC 20.25R.050~~Part 20.25C or Part 20.25D;
 - iv. Open space required in Part 20.25C;

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- v. Areas identified to accommodate required parking with entrance and exit points and required loading shown in relationship to the Public Right-of-Way as required pursuant to LUC 20.20.590;
 - vi. Areas identified to accommodate vehicular, bicycle, and pedestrian circulation pursuant to Part 20.25C.020 or Part 20.25D.0XX~~LUC 20.25R.020~~; and
 - vii. Areas identified to accommodate landscape development pursuant to LUC ~~20.25R.030~~20.25C.030 or Part 20.25D.0XX.
- b. **When Required.** An applicant for a project with multiple buildings proposed to be constructed at different times within a single project limit shall submit a Master Development Plan for approval by the Director, pursuant to Part 20.30V LUC. An applicant for a single building project shall submit a Master Development Plan for approval by the Director pursuant to Part 20.30V LUC when building construction is proposed to be phased.
- c. An approved Master Development Plan may be modified pursuant to LUC 20.30V.160.
3. Departures.
- a. Administrative Departures by the Director. Due to the varied nature of architectural design and the unlimited opportunities available to enhance the relationship that occurs between the built environment and the pedestrians, residents and commercial tenants that use built spaces, strict application of the Land Use Code may not always result in the outcomes envisioned by the Comprehensive Plan. The purpose of this subsection is to provide an Administrative Departure process to modify provisions of the Land Use Code when the strict application would result in development that does not fully achieve the policy vision as it is articulated in the general sections of the Comprehensive Plan and the Wilburton/N.E. 8th Street Subarea Plan or BelRed Subarea Plan.
 - b. Applicability. The Director may, through the ~~Master Development Plan or Design Review processes~~, approve a proposal that departs from specific numeric standards contained in ~~LUC 20.25R.020 through 20.25R.040~~LUC 20.25B.020 through 20.25B.040, LUC 20.25C.020 through 20.25C.040, LUC 20.25D.020 through 20.25D.040, or other sections of the Land Use Code that provide for departures, with the exception of numeric standards for the following:

Commented [A20]: Through the 2026 Omnibus LUCA, when an MDP is required and what needs to be shown on the MDP will be consolidated and standardized in Part 20.30V LUC.

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- i. Affordable Housing;
 - ii. Sidewalk width; and
 - iii. Access Corridor Width.
- c. Decision Criteria. The Director may approve, or approve with conditions, requests for Administrative Departures from applicable provisions of the Land Use Code if the applicant demonstrates that the following criteria are met:
 - i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of this Code; and
 - ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code standard that is not adequately accommodated by strict application of the Code; and
 - iii. Proposed modifications to numeric standards are the minimum reasonably necessary to achieve the intent of strict application of the Land Use Code; and
 - iv. Any Administrative Departure criteria required by the specific terms of this Code have been met.
- d. Limitation on Authority. Administrative Departures may only be approved consistent with the limitations contained in the Land Use Code section that authorizes the departure, or through a Variance granted under the terms of Part 20.30G LUC. Requests for deviations from the Transportation Design Manual are reviewed by the Transportation Department Director, as provided in LUC 20.25B.020.B.2.a.

20.25B.020 Access and connectivity

A. Purpose.

Enhance walkability, active transportation options, and transit-oriented design by prioritizing pedestrian-friendly infrastructure, a comprehensive bicycle network, a connected network of sidewalks, plazas, parks, and open spaces, and effective traffic management. The aim is to enable accessible and sustainable movement throughout the Mixed-Use Districts by the creation of efficient, safe, and well-connected mobility systems for all modes.

B. Access, Blocks, and Circulation.

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1. Intent. Encourage walkable, compact mixed-use development that prioritizes a safe, vibrant, and comfortable pedestrian experience while accommodating site-specific access needs. Ensure that development is well-connected to the transit, pedestrian, bicycle, and vehicular circulation systems of the city.
2. Access and Circulation Design.
 - a. Access corridors or commercial driveways required under ~~this Part 20.25BR, Part 20.25C, or Part 20.25D~~ shall be designed and constructed in accordance with the requirements contained in this section and in the Transportation Design Manual, adopted pursuant to Chapter 14.60 BCC, and all applicable appendices. Requests for deviations from the requirements of the Transportation Design Manual shall be based on specific project restraints and must be submitted to, and shall be considered by, the Transportation Department Director in accordance with the deviation process outlined in the Transportation Design Manual.
 - b. Where dedication and construction of a new access corridor or commercial driveway is ~~needed to satisfy the requirements of this section~~ required, that access corridor or commercial driveway shall be required to the extent that the access corridor or commercial driveway is reasonably necessary to mitigate the direct transportation impacts resulting from a development project in accordance with Chapter 14.60 BCC.
 - c. Buildings may extend over an access corridor or commercial driveway, provided:
 - i. Building cantilevers may project up to 6 feet over the width of any access corridor, excluding public rights-of-way; provided, that a minimum clear height of 16 feet is maintained beneath the projection;
 - ii. Pedestrian connections (bridges or walkways) between buildings may be constructed over any access corridor, excluding public rights-of-way; provided, that the width of the pedestrian connection does not exceed 30 feet and maintains a minimum clear height of 13.5 feet above the access corridor.
 - iii. Buildings may be connected across any access corridor, excluding public rights-of-way; provided, that the connecting structure does not exceed 75 feet in width and maintains a minimum clear height of 16 feet above the corridor.

Commented [A21]: Previously limited to Wilburton.

- ~~de.~~ ~~Hours. Enhanced flexible access corridors, flexible access corridors, active transportation access corridors, commercial driveways, service corridors and shared-use paths~~ All private access corridors created by operation of Part 20.25C or Part 20.25D shall be open and accessible to the public at all times; provided, that the legal agreement executed and recorded under subsection B.2.dk of this section shall allow for temporary closures when necessary for maintenance purposes.
- ~~ed.~~ ~~Public Access Easement. The owners of property that are required to provide an enhanced flexible access corridor, flexible access corridor, an active transportation access corridor, service corridor, or a shared-use path~~ a private access corridor to meet the required block dimensions in Part 20.25C or Part 20.25D or as part of the Design Review process shall execute, and record with the King County Recorder's Office, a legal agreement, in a form approved by the City, providing that the portion of the property over which such access corridor is constructed shall be subject to a nonexclusive surface right of use and access by the public. In addition, the legal agreement shall also include, but is not limited to, the following:
- i. The legal description of the applicable access corridor;
 - ii. That the obligations under the legal agreement shall run with the land and be binding on the assigns, heirs, and successors of the property owner;
 - iii. That the owner shall maintain the portion of the applicable access corridor running over the property and to keep the same in good repair;
 - iv. Provisions allowing for the temporary closure, with the City's approval, of the applicable access corridor when necessary for maintenance purposes, festivals, or events;
 - v. That the owner may adopt reasonable rules and regulations for use of the owner's portion of the applicable access corridor; provided, that such rules and regulations must be consistent with the requirements of this section and the other terms of the executed and recorded legal agreement; and
 - vi. Any other terms and conditions that are reasonably necessary to ensure continued maintenance of, operation of, or public access to the access corridor.

- f. Unobstructed Travel Path. Within the width of a sidewalk, at least six feet of unobstructed travel path shall be maintained for safe pedestrian access in new development.

20.25B.030 Site organization and public realm.

A. Purpose.

Develop the Mixed-Use Districts as attractive, engaging, safe, and accessible with a distinct identity achieved through thoughtful site design and landscaping, inclusion of public spaces, and public art; contribute to an inclusive and inviting urban fabric by providing publicly accessible programmed open spaces and include recreational and environmental amenities, and places to gather; and create accessible and landscaped public spaces throughout the Mixed-Use Districts, emphasizing interconnected green spaces and trails, and sustainable design features.

B. Active Uses.

1. Intent. Promote building designs that engage pedestrians, provide protection from the elements, and enhance public safety and the urban experience.
Encourage active uses and elements of visual interest at the ground level.

C. Landscaping. Landscaping shall be required as provided in Part 20.25C or Part 20.25D, as applicable, and may contribute to any open space required under LUC 20.25C.030.C.2.

1. The provisions of LUC 20.20.520, except as they conflict with this section, apply to development in Mixed-Use Districts.
2. A landscape buffer with type III landscaping, as described in LUC 20.20.520, shall be provided as follows:
 - a. Where surface parking is adjacent to an access corridor, a landscape buffer of at least eight feet in width shall be provided.
 - b. Where surface parking is adjacent to the rear or side yard of a lot, a landscape buffer of at least five feet in width shall be provided.
3. Plantings in landscape area shall be installed as follows:
 - a. Deciduous and evergreen trees shall be planted in natural groupings, with a minimum average of 1 tree every 20 lineal feet of landscape area.
 - i. Deciduous trees shall have a minimum caliper of two inches measured four and one-half feet above the soil surface.

Commented [A22]: Landscape standards previously limited to Wilburton. Also incorporates standards for street landscaping.

- ii. Evergreen trees shall be minimum height of six feet.
 - b. Small and medium shrubs, planted in groupings, shall provide coverage that equals 75 percent of the planting area within 3 years of planting.
 - c. Ground cover shall be planted under deciduous trees, shrubs and other open areas not covered by larger plant material so that the plantings provide 90 percent coverage within 3 years of planting.
- 4. Street Landscaping. Street trees together with shrubbery, groundcover and other approved plantings are required in a planter strip along the length of the lot frontage on public streets, or within required amenity zones within private access corridors. Vegetation included in the planter strip shall be able to withstand urban conditions and shall contain plantings native to the region.
 - a. Installation. Street trees, at least 2.5 inches in caliper or as approved by the Director, shall be planted at least three feet from the face of the street curb, and spaced a maximum of 20 feet for small trees, 25 feet for medium trees, and 30 feet for large trees. A street tree planting area may also include step-off pavers (when adjacent to on-street parking or loading zones), decorative paving, and other native plant materials, except grass that requires mowing. The use of planter strips for stormwater treatment is encouraged. Installation shall be in accordance with the Parks and Community Services Department Environmental Best Management Practices and Design Standards, as now or hereafter amended.
 - b. Irrigation. A permanent automatic irrigation system shall be provided at the time of installation of street trees and sidewalk planting strip landscaping located in a required planter strip or tree pit. The use of rainwater to irrigate is encouraged. Rainwater irrigations systems that do not meet the total demand for landscape water, shall be served by a separate water meter installed by the applicant and served by City-owned water supply with 24-hour access by the City. The irrigation system shall be designed per the Parks and Community Services Department Environmental Best Management Practices and Design Standards, as now or hereafter amended.
 - c. Species. Street trees and other required plantings shall be selected from a list the Director shall define by rule.
 - d. Tree pits. Tree pits may be used instead of planters along the 130th Avenue Shopping Street, within Linear Event Plazas, and in other locations with a high volume of pedestrian traffic or anticipated event usage. Any tree pits shall be in

Commented [A23]: Reference to new planting species Director's rule, to be developed and implemented along with BelRed LUCA.

accordance with the Parks and Community Services Department
Environmental Best Management Practices and Design Standards, as now or
hereafter amended.

5. An alternative landscaping option may be approved by the Director as provided in
LUC 20.20.520.

DE. Green and Sustainability Factor.

1. Intent. Create a healthy community with a low-carbon impact by enhancing ecological performance, embracing clean energy solutions, and building resilient infrastructure to combat climate change. Promote green building materials and practices, renewable energy integration, climate resilient design, and the preservation and enhancement of natural habitats and local ecology to reduce environmental impacts and improve the quality of life for the community.
2. All new development shall provide a combination of landscape elements described in Table 20.25R25B.030.DC.2.e to meet a minimum Green and Sustainability Factor score. All new development shall achieve a minimum score of 0.3, except that development on a small site shall achieve a minimum score of 0.25. All landscape elements must meet standards promulgated by the Director to provide for the long-term health, viability, and coverage of each landscape element. These standards may include, but are not limited to, the type and size of plants, spacing of plants, depth of soil, and the use of drought-tolerant plants. The Green and Sustainability Factor score shall be calculated as follows:
 - a. Identify all proposed elements in the development as described in Table 20.25R25B.030.DC.2.e.
 - b. Multiply the square feet, or equivalent unit of measurement where applicable, of each landscape element by the multiplier provided for that element in Table 20.25R25B.030.DC.2.e according to the following provisions:
 - i. If multiple elements listed in Table 20.25R25B.030.DC.2.e occupy the same physical area, they may all be counted. For example, ground cover and trees occupying the same physical space may be counted under the ground cover element and the tree element.
 - ii. Landscaping elements and other frontage improvements in the right-of-way between the lot line and the roadway may be counted.

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- iii. Elements listed in Table 20.25R25B.030.DC.2.e that are provided to satisfy any other requirements of this Part 20.25R-25C or Part 20.25D may be counted.
- iv. Unless otherwise noted, elements shall be measured in square feet.
- v. For trees, large shrubs, and large perennials, use the equivalent square footage of each tree or shrub provided in Table 20.25R25B.030.DC.2.e. Tree sizing shall be determined by the Green and Sustainability Factor Tree List maintained by the Director. If a tree species is not included on the list, the Director shall determine the size of the proposed tree species.
- vi. For green wall systems, use the square footage of the portion of the wall that will be covered by vegetation at three years. Green wall systems shall include year-round irrigation and a submitted maintenance plan shall be included as an element in the calculation for a project's Green and Sustainability Factor Score.
- vii. All vegetated structures, including fences counted as vegetated walls, shall be constructed of durable materials, provide adequate planting area for plant health, and provide appropriate surfaces or structures that enable plant coverage. Vegetated walls shall include year-round irrigation and a submitted maintenance plan shall be included as an element in the calculation for a project's Green and Sustainability Factor Score.
- viii. For all elements other than trees, large shrubs, large perennials, green walls, structural soil systems and soil cell system volume, square footage is determined by the area of the portion of the horizontal plane that lies over or under the element.
- ix. All permeable paving and structural soil credits may not count for more than one-third of a project's Green and Sustainability Factor Score.
- c. Add together all the products calculated in Table 20.25R25B.030.DC.2.e to determine the Green and Sustainability Factor numerator.
- d. Divide the Green and Sustainability Factor numerator by the site area to determine the Green and Sustainability Factor score. Required vehicular travel and parking areas, dedicated emergency vehicular access, critical areas and buffers; (Including daylight streams and buffers), and traffic circulation areas may be deducted from the site area for the purpose of calculating the Green and Sustainability Factor.

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- e. The Director has the final authority in determining the accuracy of the calculation of the Green and Sustainability Factor score.

Table 20.25R25B.030.DC.2.e.

		Multiplier
A. Landscape Elements		
	1. Bioretention Facilities and Soil Cells. Bioretention facilities and soil cells shall comply with Bellevue's Storm and Surface Water Engineering Standards. Bioretention facilities shall be calculated in horizontal square feet. The soil cell systems shall be calculated in cubic feet. The volume of the facility shall be calculated using three feet of depth or the depth of the facility, whichever is less.	1.2
	2. Structural Soil Systems. The volume of structural soil systems can be calculated up to three feet in depth. The volume of structural soil systems shall be calculated in cubic feet. The volume of the facility shall be calculated using three feet of depth or the depth of the facility, whichever is less.	0.2
	3. Landscaped areas with soil depth less than 24 inches.	0.1
	4. Landscaped areas with soil depth of 24 inches or more.	0.6
	5. Preservation of Existing Trees. Existing trees proposed for preservation shall be calculated at 20 square feet per inch d.b.h. Trees shall have a	1.2

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	minimum diameter of six inches at d.b.h. Existing street trees proposed for preservation shall be approved by the Director.	
	6. Preservation of Existing Evergreen Trees Bonus. Existing evergreen trees proposed for this bonus shall be calculated at 20 square feet per inch d.b.h. and shall have a minimum diameter of 6 inches at d.b.h.	0.1
	7. Shrubs or Large Perennials. Shrubs or large perennials that are taller than 2 feet at maturity shall be calculated at 12 square feet per plant.	0.4
	8. Small Trees. Small trees shall be calculated at 90 square feet per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	0.3
	9. Medium Trees. Medium trees shall be calculated at 230 square feet per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	0.3
	10. Large Trees. Large trees shall be calculated at 360 square feet per tree. Consult with the Green and Sustainability Factor Tree List for size classification of trees.	0.4
B. Green Roofs		
	1. Green Roof, Two to Four Inches of Growth Medium. Roof area planted with at least two inches	0.4

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	of growth medium, but less than four inches of growth medium.	
	2. Green Roof, at Least Four Inches of Growth Medium. Roof area planted with at least four inches of growth medium.	0.7
C. Green Walls		
	1. Vegetated Wall. Façade or structural surface obscured by vines. Vine coverage shall be calculated with an estimate of three years' growth. A year-round irrigation and maintenance plan shall be provided.	0.5
	2. Green Wall System. Façade or structural surface planted with a green wall system. A year-round irrigation and maintenance plan shall be provided.	0.7
D. Landscape Bonuses		
	1. Food Cultivation. Landscaped areas for food cultivation.	0.2
	2. Native or Drought-Tolerant Landscaping. Landscaped areas planted with native or drought-tolerant plants.	0.1
	3. Landscape Areas at Sidewalk Grade.	0.1
	4. Rainwater Harvesting. Rainwater harvesting for landscape irrigation shall be calculated as a percentage of total water budget times total landscape area.	0.2

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E. Permeable Paving		
	1. Permeable Paving, 6 to 24 Inches of Soil or Gravel. Permeable paving over a minimum of 6 inches and less than 24 inches of soil or gravel.	0.2
	2. Permeable paving over at least 24 inches of soil or gravel.	0.5
F. Publicly Accessible Bicycle Parking		
	1. Bicycle Racks. Bicycle racks in publicly accessible locations shall be calculated at nine square feet per bicycle locking space and shall be visible from sidewalk or public area.	1.0
	2. Bicycle Lockers. Bicycle lockers in publicly accessible locations shall be calculated at 12 square feet per locker, and shall be visible from public areas and open for public use.	1.0

D. Public Realm.

1. Intent. Provide for comfortable pedestrian facilities and amenities, landscaping, and active uses along public streets or trails.
2. Blank Walls. Walls at least 10 feet in height and 30 feet in width and containing no transparent windows or doors, garage entries, loading docks, transformer rooms, fire door exits, and smaller functional building components adjacent to public streets or publicly accessible outdoor space shall contain at least one of the following:
 - a. Five feet of Type II landscaping, as provided in LUC 20.20.520, along the full length of the wall;
 - b. Vertical landscaping covering at least 75 percent of the wall area;
 - c. Public art, murals, or other noncommercial creative works covering no less than 50 percent of the wall area.

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3. Exterior Lighting.

- a. Exterior lighting shall be directed away from residential units to prevent glare to the greatest extent feasible.
- b. Exterior lighting fixtures shall not cast light upwards, except where used for landscape uplighting or to enhance features of a building or public art.
- c. Pedestrian-scaled lighting shall be provided along walkways and public open spaces.

4. Weather Protection.

- a. Weather protection shall be provided in the following locations:
 - i. At any primary building entry;
 - ii. No less than 75 percent of the length of a building façade containing active uses;
 - iii. Above sidewalks at intersections of 2 access corridors, providing continuous weather protection for no less than 10 feet in either direction from the corner;
 - iv. Above sidewalks where adjacent buildings are located at back of sidewalk; and
 - v. If a plaza or other open space is located between the building and edge or sidewalk, weather protection should be provided along the ground floor of the building to protect pedestrians from rain and provide shade in summer.
- b. Weather protection shall be no less than 10 feet above finished grade, ~~or except higher if as otherwise~~ required in the International Building Code, as adopted by the City of Bellevue.
- c. The minimum depth for weather protection shall be six feet, except when required to be increased when height is increased as provided in this subsection.
- d. The maximum height for weather protection shall be 12 feet above finished grade. The Director may allow an increase in height up to a maximum of 16 feet above finished grade, provided the canopy depth is increased proportionally. This requirement ensures that pedestrian protection from weather elements remains effective at greater heights by compensating for the reduced coverage angle through increased projection.

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- ed. Weather protection shall be in proportion to the building and sidewalk, and not so large as to impact street trees, light fixtures, or other street furniture;
- fe. Freestanding weather protection shall not be required.
- gf. Weather protection shall meet illumination standards set forth in the Transportation Design Manual through a combination of weather protection transparency, pedestrian-scale lighting, or other means approved by the Transportation Department.

E. Vehicle and Bicycle Parking.

1. Intent. Thoughtfully integrate vehicle, bicycle, and micro-mobility parking into the urban fabric. This includes promoting underground or concealed parking solutions, designing visually appealing parking structures, and minimizing the impact of parking facilities on the overall urban aesthetic. Consider providing separate and visible ground floor entrances for safe bicycle storage access. Where possible, consider long-term flexibility of parking structures for future conversion potential. Provide a parking supply that meets the needs of residents, businesses, visitors and employees while encouraging active transportation and public transit as a safe and convenient alternative for traveling around Mixed-Use Districts.
2. Vehicular surface parking is prohibited except as provided in LUC 20.10.445.B or within an access corridor.
3. Where provided, vehicular parking must meet all requirements of LUC 20.20.590 and other applicable codes, regulations, and standards including, but not limited to, the Bellevue City Code and Transportation Design Manual.
4. Compact Parking. This subsection FE.4 supersedes LUC 20.20.590.K.9. Up to 65 percent of the parking spaces may be designed and designated for use by compact cars. ~~in accordance with the dimensions for compact stalls provided in LUC 20.20.590.K.11.~~
5. Bicycle Parking. Developments shall provide bicycle parking as follows:
 - a. Required Amount.
 - i. Nonresidential uses over 20,000 net square feet: 1 space per 10,000 net square feet.
 - ii. Residential uses: one space per five dwelling units.
 - iii. Hotels, motels, and transient lodging: 0.05 spaces per room.

- b. Location.
 - i. Short-Term Bicycle Parking. At least 15 percent of the required bicycle parking areas shall be provided as outdoor bicycle parking located within 25 feet of building entries.
 - ii. Long-Term Bicycle Parking. Bicycle parking for residential tenants or commercial employees of a development shall be provided as follows:
 - (1) Bicycle parking areas shall be located on the same floor level as a primary building entry for pedestrians and must be accessible from a primary building entry for pedestrians.
 - (2) If there is a primary building entry for pedestrians fronting, and at the same grade as, either the Grand Connection or Eastrail Corridor, any required bicycle parking area must be accessible from that primary building entry.
 - (3) Bicycle parking areas shall be in an enclosed, secure area that can be locked from the outside, or within individual lockers that can completely conceal and enclose a bicycle.
 - (4) Bicycle parking areas may be in parking garages, provided it is on a ground level with direct access outdoors, and so that bicycle users may access the bicycle parking without crossing vehicular circulation areas or using vehicular garage entries. The Director may allow for an alternative parking location within a parking garage if the alternate location is accessible for cyclists, with clear signage and ramps that can accommodate bikes.
- c. Size Requirements. Each required bicycle parking space shall be accessible without moving another bicycle.
- d. Charging options for battery operated or assisted bicycles shall be provided in the bicycle parking area. This amount will be provided at a rate determined by the owner based on site context.
- e. Fractions. If the bicycle parking requirements of this section result in a fractional requirement, and that fraction is 0.5 or greater, then the property owner shall provide bicycle parking spaces equal to the next higher whole number. If that fraction is less than 0.5, then the number of bicycle parking spaces required shall be rounded down to the next lower whole number.

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F. Location-Specific Design.

1. Interstate 405 and State Route 520 Guidance. On sites within 500 feet of Interstate 405 or State Route 520, locate sensitive land uses further east from Interstate 405 or south from State Route 520 where feasible. Sensitive land uses include:
 - a. Residential land uses intended for nontransient occupancy;
 - b. Child care services uses;
 - c. Parks and open space; and
 - d. Primary and secondary schools.
2. Landscape Buffer Near Interstate 405 and State Route 520. A landscape buffer shall be required from the property line adjoining Interstate 405 and State Route 520.
 - a. The buffer shall be no less than 20 feet in width. Where an access corridor is constructed that immediately adjoins Interstate 405 or State Route 520, then the buffer shall be no less than five feet in width.
 - b. Deciduous and evergreen trees shall be planted in the buffer with a minimum average of 1 tree every 20 lineal feet. Deciduous trees shall have a minimum caliper of two inches measured four feet six inches above the soil surface. Evergreen trees shall be minimum height of six feet.
 - c. Shrubs shall be planted in a manner that their coverage equals 75 percent of the planting area within 3 years of planting.
 - d. Ground cover shall be planted under deciduous trees, shrubs and other open areas not covered by larger plant material so that the plantings provide 90 percent coverage within 3 years of planting.

20.25B.040 Building Design

A. Purpose.

To develop a comfortable and inviting scale in Mixed-Use Land Use Districts by regulating building dimensions, promoting engaging façade designs, and enhancing the pedestrian experience. Ensure that buildings and their architectural elements are durable, sustainable, and contribute positively to the identity of the Mixed-Use Land Use Districts.

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B. Overall.

1. Intent. The following building design standards are established to create aesthetically appealing building massing with appropriate bulk and scale; preserve solar access and openness at street level through dimensional regulation for height limits, setbacks, and tower separation; and utilize building siting, massing, scale, and details that allow for daylight, public views, wayfinding, and perception of a safe and welcoming environment.
2. Allowable Projections Above Maximum Height. Buildings may exceed the maximum height described in LUC 20.20.010 as described in LUC 20.20.525.
3. Floor Plates. The floor plate of a structure may not exceed the maximum allowed per LUC 20.20.010, except as follows:
 - a. For buildings containing medical and life science laboratory uses, the following maximum floor plates shall apply:
 - i. Unlimited floor plates for buildings 200 feet or less in height;
 - ii. Above 100 feet in height for buildings taller than 200 feet in height, nonresidential floor plates serving medical and life science laboratory uses shall be limited to 35,000 square feet.
 - b. For buildings built with mass timber construction, the following maximum floor plates shall apply:
 - i. Unlimited floor plates to 100 feet in height;
 - ii. Above 100 feet in height:
 - (1) Nonresidential building floor plates shall be limited to 35,000 square feet.
 - (2) Residential building floor plates shall be limited to 230,000 square feet.
 - c. Portions of towers over 55 feet in height may be connected on 1 floor, subject to the following:
 - i. The connecting floor area shall only be used to provide for pedestrian circulation between the towers;
 - ii. The connection is between separate and distinct buildings;
 - iii. The connection shall act as a dividing point between two floor plates, neither of which exceeds the maximum floor plate size;

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- iv. Additional floors may be connected subject to an administrative departure pursuant to LUC 20.25R25B.010.D.4; and
 - v. The provisions of LUC 20.25R25C.020.B.3.c.iii do not apply to such connections.
4. Active Use Spaces. Portions of buildings dedicated to active uses as required under ~~this~~Part 20.25B, Part 20.25CR or Part 20.25D shall meet the following standards:
- a. A minimum floor-to-ceiling height of 12 feet;
 - b. The minimum average depth of the active use space shall be 20 feet, measured from the outer façade;
 - c. The outer face of the active use space shall be at least 75 percent transparent windows or doors; and
 - d. Weather protection as provided in LUC 20.25R25B.030.ED.4.
5. Façade Modulation.
- a. Intent. In order to provide interest and variation appropriately scaled to the building and the pedestrian experience on public right-of-way, Eastrail, and the Grand Connection, façades shall be modulated. Modulation adds depth and texture to building façades, breaking up uniformity while enhancing architectural interest. Façade modulation requirements ensure that buildings are thoughtfully scaled to their context, fostering a dynamic and engaging pedestrian experience along public rights-of-way, Eastrail, and the Grand Connection.
 - b. For buildings within 15 feet of a public right-of-way, Eastrail Corridor, or the Grand Connection, façade modulation is required as follows:
 - i. The maximum length of unmodulated façade shall be based on building height as follows:
 - (1) Zero to 60 feet in building height: no limit.
 - (2) Above 60 feet in building height: 125 feet.
 - ii. The minimum depth of modulated façade shall be four feet.
 - iii. The minimum width of modulated façade shall be five feet.
 - c. Exceptions. No modulation is required for:
 - i. Affordable housing;

Commented [A24]: Implements flexibility required by HB 1183

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- ii. Modular construction, as defined in RCW 36.70A.815;
- iii. Development meeting passive house requirements, as defined in RCW 36.70A.815;
- iii. Mass timber buildings; or for p
- iv. Portions of a façade set back 15 feet or more from a public right-of-way, Eastrail corridor, or the Grand Connection.

6. Tower Separation.

- a. Intent. Design tower placement and orientation for improved daylight access, natural ventilation, sky view for occupied floors and reduced need for mechanical heating and cooling. Consider how building massing impacts the public realm.
- b. Standard. For portions of any towers above 55 feet in height that are built within a single project limit, each tower shall be horizontally separated from other towers within the project limit by no less than 60 feet. This requirement does not apply to small sites.

C. Mechanical Equipment.

- 1. Intent. Locate and design mechanical equipment enclosures and screening solutions to minimize the visual impact of mechanical equipment on rooftops and contribute to the overall visual harmony of the cityscape. Avoid placement of equipment or vents on the ground floor or in pedestrian areas.
- 2. Applicability. The requirements of this section shall be imposed for all new development and for construction or placement of new mechanical equipment on existing buildings. Mechanical equipment shall be installed so as not to detract from the appearance of the building or development.
- 3. Location Requirements.
 - a. Mechanical equipment shall be located in a building, below grade, or on the roof of a building to the greatest extent technically feasible.
 - b. Where equipment is located on the roof, it shall be consolidated rather than scattered throughout the roof.
 - c. Mechanical equipment shall not be located adjacent to sidewalks, active transportation access, or areas designated as open space.

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4. Screening Requirements.

- a. Exposed mechanical equipment shall be visually screened by a predominantly solid (at least 50 percent opaque), nonreflective visual barrier that equals or exceeds the height of the mechanical equipment. The design and materials of the visual barrier or structure shall be consistent with the following requirements:
 - i. Architectural features, such as parapets, screen walls, trellis systems, or mechanical penthouses, shall be consistent with the design intent and finish materials of the main building, and as high or higher than the equipment it screens.
 - ii. Vegetation or a combination of vegetation and view-obscuring fencing shall be of a type and size that provides a visual barrier at least as high as the equipment it screens and provides 50 percent screening at the time of planting and a dense visual barrier within 3 years from the time of planting.
 - iii. Screening graphics may be used for at-grade utility boxes.
- b. Mechanical equipment shall be screened from above by incorporating one of the following measures, ~~in order of preference~~:
 - i. A solid nonreflective roof. The roof may incorporate nonreflective louvers, vents, or similar penetrations to provide necessary ventilation or exhaust of the equipment being screened;
 - ii. Painting of the equipment, where technically feasible, to match or approximate the color of the background against which the equipment is viewed; or
 - iii. Mechanical equipment installed on existing roofs. The Director may approve alternative screening measures not meeting the specific requirements of this section if the applicant demonstrates that:
 - (1) The existing roof structure cannot safely support the required screening; or
 - (2) The integrity of the existing roof will be so compromised by the required screening as to adversely affect any existing warranty on the performance of the roof.

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5. Exhaust Control Standards. Where technically feasible, exhaust equipment shall be located so as not to discharge onto sidewalks, open space, or other publicly accessible areas of a development site.

a. Exhaust Location Order of Preference. Mechanical exhaust equipment shall be located and discharged based on the following order of preference:

- i. On the building roof;
- ii. On the service drive, alley, or other façade that does not abut a sidewalk within a public right-of-way or flexible access;
- iii. Located above a driveway or service drive to the property such as a parking garage or service court; or
- iv. A location that abuts a public street or easement; provided, that the exhaust does not discharge within 10 feet of any sidewalk or open space area.

6. Modifications. The location and screening of mechanical equipment and exhaust systems are subject to review and approval at the time of land use review. The Director may approve an Administrative Departure pursuant to LUC 20.25R25B.010.D.4. As an additional administrative departure criteria, the applicant must demonstrate that the alternate location or screening measures provide an equal or better result than the requirements of this section.

D. Building Base (Podium).

1. Intent. Enhance pedestrian experience by clearly articulating the building base/podium from the tower portion of all buildings with materials and details that reinforce human scale and better define the streetscape as public realm.

32. Parking Structures. Portions of parking structures above grade shall meet the following requirements:

- a. All above-grade floors of a parking structure shall be horizontal with a floor-to-ceiling height of at least 10 feet to accommodate future adaptive reuse of the space, except for ramps providing circulation between floors.
- b. Where adjacent to an access corridor, the following requirements apply:
 - i. For the ground floor of the parking structure, a minimum of 20 feet, measured from the outer wall of the garage inward, shall be habitable for residential or commercial uses, except where vehicular entries into the garage or utility rooms are located.

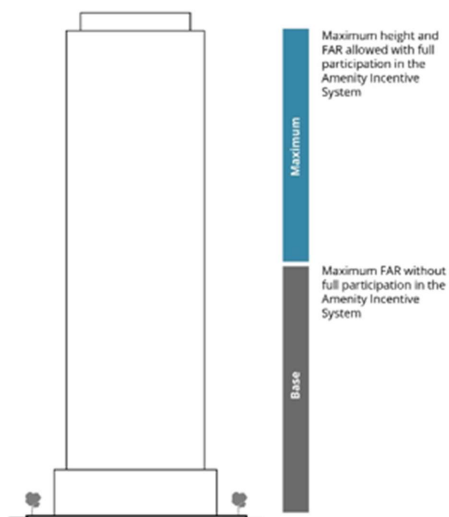
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- ii. The exposed outer façades of all other above-grade floors of the parking structure shall:
 - (1) Provide windows, green walls, or other coverings of up to 50 percent transparency over openings in the façade; and
 - (2) Screen views of automobiles with sill heights and parapets no less than four feet in height.
- iii. The Director may approve an Administrative Departure pursuant to LUC 20.25R25B.010.D.4 from the requirements of subsection D.32.b.i of this section to allow the use of art, in conjunction with less glazing, as a garage treatment in lieu of the requirement to provide habitable space. As an additional administrative departure criteria, the applicant must demonstrate that the use of art to enhance the compatibility of parking garages and integrated structured parking provides an equal or better result than the requirement to provide habitable space.
- c. For all other parking structures above grade, the following requirements apply:
 - i. The exposed outer façades of all above-grade floors of the parking structure shall:
 - (1) When adjacent to publicly accessible open space required under ~~LUC 20.25R.030.C~~, Part 20.25C or Part 20.25D provide windows, green walls, or other coverings of up to 50 percent transparency over openings in the façade; and
 - (2) Screen views of automobiles with sill heights and parapets no less than four feet in height.

20.25B.050 Amenity Incentive System

A. General.

A Building may exceed the base Floor Area Ratio permitted for development within a Mixed-Use Land Use District pursuant to LUC 20.20.010 only if it complies with the requirements of this section.



B. Review Required.

The Director may approve an amenity that complies with subsection D of this section if all the specific amenity system requirements are satisfied and established design criteria for the amenity have been met.

C. FAR Exemptions.

The following amenities shall be exempt from a development's total FAR calculation, provided all applicable Land Use Code requirements are satisfied:

1. Active Use Spaces. Except for market-rate residential units and where otherwise provided by the terms of this Code, an exemption from calculation of the maximum floor area of up to 1.0 FAR is allowed for each square foot of active use space that complies with the following design requirements:
 - i. Transparency. Seventy-five percent minimum.
 - ii. Weather Protection. Seventy-five percent minimum, six feet deep.
2. Affordable commercial spaces.
3. Affordable housing.

D. Amenity Incentive Program.

1. General.

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- a. In no event may a development within a project limit exceed its base FAR allowance as described in LUC 20.20.010 unless providing amenities as follows:
 - i. Additional building floor area, up to the maximum for the Land Use District described in LUC 20.20.010, may be obtained through bonus points earned through the provision of amenities as detailed in subsection D.2 of this section. The total number of bonus points earned equals the total additional building floor area available to the development, up to the maximum for the Land Use District described in LUC 20.20.010.
 - ii. Any development receiving additional floor area under subsection D.1.a.i of this section may increase its height to the maximum allowed for the Land Use District as described in LUC 20.20.010.
- b. In a multi-building development within a project limit, amenities may be allocated among all buildings within the project limit; provided, that such allocation shall be approved by the Director through a Master Development Plan.
 - i. If the multi-building development is to be phased, each phase shall provide for a proportionate or greater installation of amenities as established in an approved Master Development Plan phasing plan. No phase may depend on the future construction of amenities.

- 2. Bonus Points. Bonus points may be granted to allow development within a Mixed-Use Land Use District to exceed the base FAR permitted pursuant to LUC 20.20.010, provided that qualifying amenities are incorporated into the project. Amenities eligible for bonus points are specific to the Special District or Overlay District in which the project is located. Only those amenities expressly identified in the applicable district regulations may be used to earn bonus points and increase Floor Area Ratio.

For applicable amenity options and corresponding bonus point values, applicants shall refer to Part 20.25C (Wilburton) or Part 20.25D (BelRed), as applicable. Amenities not listed for the applicable Special or Overlay District shall not qualify for bonus points or be used to justify an increase above the base Floor Area Ratio.
~~The following amenities qualify for bonus points as described below:~~

E. Recording.

The total amount of bonus floor area earned through the Amenity Incentive System for a project, and the amount of bonus floor area to be utilized on site for that project, shall be

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Attachment C

recorded with the King County Recorder's Office. A copy of the recorded document shall be provided to the Director.

Part 20.25C Wilburton Overlay

20.25C.010 General

A. Purpose.

The purpose of this part is to promote excellence in design quality and innovation, while enhancing the identity of the Wilburton Overlay, without prescribing a specific architectural style, aesthetic, or theme.

B. Applicability.

1. The provisions of this chapter shall apply to all development within the Wilburton Overlay.
2. Except to the extent expressly provided in this Part 20.25C, in Part 20.25B, or as referenced in this section, the provisions of the Land Use Code and all other applicable provisions of the Bellevue City Code shall apply.

C. Relationship to Other Regulations.

1. Refer to LUC 20.10.445 for land uses permitted in the Wilburton Overlay.
2. Refer to LUC 20.20.010 for applicable development standards for the Mixed-Use Land Use Districts.
3. To the extent that any provision this Part 20.25C conflicts with any requirement contained in the Shoreline Overlay District (i.e., Part 20.25E LUC), Part 20.25E LUC shall control.
4. To the extent that any provision of this Part 20.25C conflicts with any requirement contained in the Critical Areas Overlay District (i.e., Part 20.25H LUC), Part 20.25H LUC shall control.

5. ~~Land Use Code Sections Not Applicable to Mixed-Use Land Use Districts. The following sections of Chapter 20.20 LUC do not apply within the Wilburton Overlay. Unless specifically listed below, all other sections of Chapter 20.20 LUC apply within the Wilburton Overlay.~~

~~a. LUC 20.10.440;~~

~~ab. LUC 20.20.012 through 20.20.025;~~

Commented [A25]: The existing Part 20.25C (OLB and OLB2 Districts) will be repealed through the HOMA LUCA. Through the BelRed Look Forward LUCA, a new Part 20.25C is proposed to read as shown. In summary, Part 20.25C exists of the provisions of existing Part 20.25R that are specific to the Wilburton TOD Area and are not intended to apply to the BelRed Overlay.

Commented [A26]: This section is a recodification of Part 20.25R.010, tailored specifically to the Wilburton Overlay.

Commented [A27]: Moved to 20.25B

~~bc. LUC 20.20.060 and 20.20.070;~~
~~c. LUC 20.20.070;~~
~~d. LUC 20.20.125;~~
~~e. LUC 20.20.135 and 20.20.140;~~
~~f. LUC 20.20.140;~~
~~gf. LUC 20.20.190 and 20.20.192;~~
~~h. LUC 20.20.192;~~
~~i. LUC 20.20.200;~~
~~ig. LUC 20.20.250;~~
~~k. LUC 20.20.252;~~
~~h. LUC 20.20.400;~~
~~t. LUC 20.20.522;~~
~~m. LUC 20.20.538;~~
~~ni. LUC 20.20.540;~~
~~oj. LUC 20.20.700 and LUC 20.20.720;~~
~~pk. LUC 20.20.750 through 20.20.800; and~~
~~q. LUC 20.20.760;~~
~~r. LUC 20.20.800;~~
~~sl. LUC 20.20.900;~~

D. Review Required.

1. ~~Effect of Approval. Master Development Plans vest in accordance with LUC 20.40.500.A and expire in accordance with LUC 20.40.500. Design Reviews vest in accordance with LUC 20.40.500 and expire in accordance with Part 20.30F LUC. An extended vesting period may be granted for Master Development Plans and associated Design Review approvals in accordance with LUC 20.30V.190.~~
2. ~~Master Development Plan.~~

Commented [A28]: Moved to 20.25B

Commented [A29]: Through the 2026 Omnibus LUCA, when an MDP is required and what needs to be shown on the MDP will be consolidated and standardized in Part 20.30V LUC.

- a. ~~When Required. A Master Development Plan shall be required as provided in Part 20.30V LUC. When required, an applicant shall submit a Master Development Plan application for approval by the Director pursuant to Part 20.30V LUC~~

31. Design Review.

- a. When Required. A Design Review is required for all projects in the Wilburton Overlay. An applicant shall submit a Design Review application for approval by the Director pursuant to Part 20.30F LUC.

4. ~~Departures.~~

- a. ~~Administrative Departures by the Director. Due to the varied nature of architectural design and the unlimited opportunities available to enhance the relationship that occurs between the built environment and the pedestrians, residents and commercial tenants that use built spaces, strict application of the Land Use Code may not always result in the outcomes envisioned by the Comprehensive Plan. The purpose of this subsection is to provide an Administrative Departure process to modify provisions of the Land Use Code when the strict application would result in development that does not fully achieve the policy vision as it is articulated in the general sections of the Comprehensive Plan and the Wilburton/N.E. 8th Street Subarea Plan:~~
- b. ~~Applicability. The Director may, through the Master Development Plan or Design Review processes, approve a proposal that departs from specific numeric standards contained in LUC 20.25C.020 through 20.25C.040, LUC 20.25B.020 through 20.25B.040, or other sections of the Land Use Code that provide for departures, with the exception of numeric standards for the following:~~
 - i. ~~Affordable Housing;~~
 - ii. ~~Sidewalk width; and~~
 - iii. ~~Access Corridor Width.~~
- c. ~~Decision Criteria. The Director may approve, or approve with conditions, requests for Administrative Departures from applicable provisions of the Land Use Code if the applicant demonstrates that the following criteria are met:~~
 - i. ~~The resulting design will be more consistent with the purpose and intent of the Land Use Code standard that is not adequately accommodated by strict application of the Code; and~~

Commented [A30]: Through the 2026 Omnibus LUCA, the process for an administrative departure and the criteria for when such a departure may be granted will be consolidated and standardized in a new Part 20.30 and it is anticipated it will be based on the language currently contained in Part 20.25R.

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- ~~ii. Proposed modifications to numeric standards are the minimum reasonably necessary to achieve the intent of strict application of the Land Use Code; and~~
- ~~iii. Any Administrative Departure criteria required by the specific terms of this Code have been met.~~
- ~~d. Limitation on Authority. Administrative Departures may only be approved consistent with the limitations contained in the Land Use Code section that authorizes the departure, or through a Variance granted under the terms of Part 20.30G LUC.~~

20.25C.015 Wilburton Overlay Definitions

The following definitions are specific to this section. Where a term defined below is used in this section, its meaning shall be as defined below:

- A. “Wilburton Overlay” shall mean the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25C.015.A.

Figure 20.25C.015.A
Map of Wilburton Overlay

[INSERT MAP]

Commented [A31]: No changes to Wilburton's extent through this LUCA. Map to be inserted before LUCA is adopted.

20.25C.020 Access and Connectivity

- A. General.

Except as provided in Section B below, LUC 20.25B.020 applies to development in the Wilburton Overlay.

- B. Access, Blocks, and Circulation.

- 1. Blocks.

- a. A block shall be bordered on all sides by any of the following access corridors. This requirement shall not apply to sites less than 105,000 square feet in area.
 - i. Public rights-of-way;
 - ii. Enhanced flexible access corridor;
 - iii. Flexible access corridor;

- iv. Active transportation access corridor;
 - v. Service corridor;
 - vi. Shared-Use Path;
 - vii. Eastrail corridor; or
 - viii. Grand Connection.
- b. Block Dimensions. These requirements shall not apply to sites less than 105,000 square feet in area.
- i. The perimeter of a block shall be no more than 1,200 feet in length.
 - ii. The north-south dimension of a block shall be no more than 350 feet in length.
 - iii. All block dimensions described in this section shall be measured as follows:
 - (1) For the Eastrail corridor and Grand Connection: The dimension shall be measured from the property line between the site and the corridor.
 - (2) For all other access corridors: If there is a sidewalk, then the dimension shall be measured from the back of the sidewalk. If there is not a sidewalk, then the dimension shall be measured from the inside edge of the corridor.
 - iv. The requirements of subsection B.2 of this section shall not apply to sites located between Interstate 405 and 116th Avenue NE, except as follows:
 - (1) Vehicular access onto these sites shall be provided from a commercial driveway; and
 - (2) The north-south dimension of a block shall be no more than 350 feet in length along 116th Avenue NE. A commercial driveway may be used to satisfy this requirement for the north-south dimension of a block.
 - v. The requirements of this subsection B.2 do not apply to an individual parcel abutting 116th Avenue NE that contains at least 300 feet of elevated guideway for light rail, except as follows:
 - (1) Vehicular access onto these sites shall be provided from a commercial driveway; and

(2) The north-south dimension of the block shall be no more than 350 feet in length along 116th Avenue NE. A commercial driveway may be used to satisfy this requirement for the north-south dimension of a block.

c. For sites that are less than 105,000 square feet in area, the following shall apply:

i. Vehicular access onto these sites shall be provided from a commercial driveway.

d. Access corridors or commercial driveways constructed across property lines may be allowed, including those constructed and authorized to satisfy the requirements of this subsection B.2, subject to the following requirements:

i. The access corridor or commercial driveway is designed and constructed in accordance with all applicable requirements of this Part 20.25R; and

ii. The applicant shall provide the City with an executed and recorded legal agreement that, to the Director's satisfaction, demonstrates that all applicable property owners have given all rights and authorization necessary to design, construct, and maintain the access corridor in accordance with all applicable requirements of this Part 20.25R.

~~e. Where dedication and construction of a new access corridor or commercial driveway is needed to satisfy the requirements of this section, that access corridor or commercial driveway shall be required to the extent that the access corridor or commercial driveway is reasonably necessary to mitigate the direct transportation impacts resulting from a development project in accordance with Chapter 14.60 BCC.~~

2. Access and Circulation Design.

~~a. Access corridors or commercial driveways required under this Part 20.25R shall be designed and constructed in accordance with the requirements contained in this section and in the Transportation Design Manual, adopted pursuant to Chapter 14.60 BCC, and all applicable appendices. Requests for deviations from the requirements of the Transportation Design Manual shall be based on specific project restraints and must be submitted to, and shall be considered by, the Transportation Department Director in accordance with the deviation process outlined in the Transportation Design Manual.~~

ab. Perimeter Sidewalks. The minimum paved width of a Perimeter Sidewalk shall be 10 feet, with an additional 5-foot amenity zone and a 6-inch curb.

Commented [A32]: This section has been moved to proposed Part 20.25B, as the requirement is intended to apply to both Wilburton and BelRed.

Commented [A33]: This section has been moved, with minor modifications, to proposed Part 20.25B, as the requirement is intended to apply to both Wilburton and BelRed.

~~c. Buildings may extend over an access corridor or commercial driveway, provided:~~

Commented [A34]: Moved to 20.25B

- ~~i. Building cantilevers may project up to 6 feet over the width of any access corridor, excluding public rights-of-way; provided, that a minimum clear height of 16 feet is maintained beneath the projection;~~
- ~~ii. Pedestrian connections (bridges or walkways) between buildings may be constructed over any access corridor, excluding public rights-of-way; provided, that the width of the pedestrian connection does not exceed 30 feet and maintains a minimum clear height of 13.5 feet above the access corridor.~~
- ~~iii. Buildings may be connected across any access corridor, excluding public rights-of-way; provided, that the connecting structure does not exceed 75 feet in width and maintains a minimum clear height of 16 feet above the corridor.~~

cd. Enhanced Flexible Access Corridor. Enhanced flexible access corridors are designed to serve as essential access routes for vehicles, supporting a wide range of functions that contribute to neighborhood livability and safety. These functions include on-street parking, passenger pick-up and drop-off areas, access for maintenance and service vehicles, and designated amenity zones on both sides of the street. Amenity zones act as a buffer between pedestrians and moving vehicles, enhancing the overall streetscape and pedestrian experience.

- i. Required Width. The required width of an enhanced flexible access corridor is 59 feet, comprised of the following design components:
 - (1) Twenty-foot vehicle area;
 - (2) Two eight-foot parking lanes;
 - (3) Two six-inch curbs;
 - (4) Two five-foot amenity zones; and
 - (5) Two six-foot sidewalks.

de. Flexible Access Corridor. Flexible access corridors accommodate active transportation and essential vehicular access, including, but not limited to, parking, pick-up/drop-off, maintenance, and emergency vehicle access, which will be identified during the development review process. Unlike enhanced flexible access corridors described in subsection B.3.d of this section, standard

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flexible access corridors are not required to include on-street parking or wider amenity zones on both sides.

- i. Streetscape Elements. Flexible access corridors shall contain the following elements at a minimum and a required corridor width of 37 feet:

- (1) Two 10-foot travel lanes serving vehicles and active transportation modes;

- (2) Two six-foot sidewalks;

- (3) One four-foot amenity zone;

- (4) Two six-inch curbs; and

- (5) Street and pedestrian-scale lighting to meet applicable illumination standards contained in the Transportation Design Manual.

- ii. If on-street parking is provided by development, then the corridor width must be widened beyond the minimum by an additional eight feet per parking lane.

ef. Active Transportation Access Corridor. Active transportation access corridors are corridors that primarily serve active transportation and allow for emergency vehicle access. Corridors shall contain the following elements with a required corridor width of 30 feet:

- i. Twenty-foot shared active transportation and emergency vehicle path;

- ii. Amenity zone consisting of landscape areas;

- iii. Pedestrian-scale lighting;

- iv. Bollards at corridor access points with other transportation facilities restricting vehicular access to the corridor except for access by emergency vehicles.

fg. Service Corridor. Service corridors are corridors that support “back-of-house” functions essential to site operations, which may include, but are not limited to, emergency vehicle access, solid waste collection, and incidental loading and unloading activities. The purpose of these corridors is to support a building’s operational functions without interfering with the site’s primary circulation routes.

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- i. Required Width. The minimum unobstructed width of a service corridor shall comply with applicable fire and transportation standards and shall not be less than 20 feet.
 - ii. Access Limitations. Service corridors shall not serve as the primary vehicular access to parking garages and shall not serve as the main pedestrian access to building entries, tenant spaces, or other areas intended for regular public use.
- gh. Shared-Use Path. Shared-Use Paths shall be outdoors and provide public access through and between larger blocks or development sites.
- i. Required Width. The required width of a Shared-Use Path is 14 feet.
 - ii. Signage. Directional signage shall identify circulation routes for all users and be visible from all points of access. The Director shall require signage as provided in the City of Bellevue Transportation Department Design Manual. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this section and achieves the design objectives for the building and the site.
 - iii. Design.
 - (1) Incorporate design elements, such as paving, lighting, landscaping, and signage to identify the Shared-Use Path as a public space;
 - (2) Provide access that complies with the Americans with Disabilities Act;
 - (3) Provide lighting that is appropriately scaled for its public users, compatible with the landscape design, and improves safety; and
 - (4) Be visible from surrounding spaces and uses. Provide windows, doorways, and other devices on the pedestrian and bicycle route to ensure that the connection is used, feels safe, and is not isolated from view.
- hi. Commercial Driveway. For the sole purpose of subsections B.2.b.iv, B.2.b.v and B.2.c of this section, commercial driveways provide connections from access corridors to parking areas located within commercial or mixed-use development.
- i. If a sidewalk is required per Transportation Department review, a minimum six-foot sidewalk is required adjacent to the commercial driveway.

- ii. Commercial driveways shall not be used to satisfy the requirements of subsection B.2.a of this section.

j. ~~Hours. Enhanced flexible access corridors, flexible access corridors, active transportation access corridors, commercial driveways, service corridors and shared-use paths shall be open and accessible to the public at all times; provided, that the legal agreement executed and recorded under subsection B.3.k of this section shall allow for temporary closures when necessary for maintenance purposes.~~

k. ~~Public Access Easement. The owners of property that are required to provide an enhanced flexible access corridor, flexible access corridor, an active transportation access corridor, service corridor, or a shared-use path to meet the required block dimensions or as part of the Design Review process shall execute, and record with the King County Recorder's Office, a legal agreement, in a form approved by the City, providing that the portion of the property over which such access corridor is constructed shall be subject to a nonexclusive surface right of use and access by the public. In addition, the legal agreement shall also include, but is not limited to, the following:~~

- i. ~~The legal description of the applicable access corridor;~~
- ii. ~~That the obligations under the legal agreement shall run with the land and be binding on the assigns, heirs, and successors of the property owner;~~
- iii. ~~That the owner shall maintain the portion of the applicable access corridor running over the property and to keep the same in good repair;~~
- iv. ~~Provisions allowing for the temporary closure of the applicable access corridor when necessary for maintenance purposes;~~
- v. ~~That the owner may adopt reasonable rules and regulations for use of the owner's portion of the applicable access corridor; provided, that such rules and regulations must be consistent with the requirements of this section and the other terms of the executed and recorded legal agreement; and~~
- vi. ~~Any other terms and conditions that are reasonably necessary to ensure continued maintenance of, operation of, or public access to the access corridor.~~

C. Location-Specific Access and Design.

Commented [A35]: These subsections have been moved, with minor modifications, to proposed Part 20.25B, as the requirement is intended to apply to both Wilburton and BelRed.

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1. Intent. Ensure new circulation systems needed for access to new development are coordinated with major civic infrastructure and meet the needs for essential pedestrian, bicycle, multimodal, and vehicular circulation within a development.
2. Eastrail Access.
 - a. Nonmotorized Access.
 - i. Development on any site adjoining the following segment of the Eastrail Corridor shall provide nonmotorized access to Eastrail every 350 feet of frontage along the corridor: beginning at a point on Eastrail 1000 feet north of the intersection of Eastrail and NE 8th Street and going south along Eastrail to a point 500 feet south of the intersection of Eastrail and NE 4th Street.
 - ii. Nonmotorized access may be provided from adjacent access corridors or may be provided onto non-ground-floor portions of a building.
 - b. At least one emergency vehicle access to the Eastrail corridor shall be provided in each area described in subsections C.2.b.i and C.2.b.ii of this section where development is on a site abutting one of the areas described in subsections C.2.b.i and C.2.b.ii of this section.
 - i. From the east of the Eastrail Corridor between NE 4th Street and NE 8th Street, no closer than 400 feet from the intersection of Eastrail and either NE 4th Street or NE 8th Street.
 - ii. From the west of the Eastrail Corridor and within 500 and 1,200 feet north of NE 8th Street.
 - c. Where development on a site would be required to provide both nonmotorized access under subsection C.2.a.i of this section and emergency vehicle access under subsection C.2.b of this section, then only emergency vehicle access shall be required.
 - d. No new vehicular travel lanes, except for emergency vehicular access dedicated and constructed under subsection C.2.b of this section, may cross the Eastrail corridor between SE 5th Street and NE 12th Street.
 - e. Applicants may request an alternative nonmotorized or emergency vehicle access configuration to the Eastrail corridor; provided, that the request includes documentation of consultation with King County, or the relevant Eastrail corridor property owner, regarding the feasibility of both the

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standard access configuration required in subsection C.2 of this section and the proposed alternative access configuration. The Director may approve the alternative access configuration if the alternative both is acceptable to King County, or the relevant Eastrail corridor property owner, and results in added connectivity to the Eastrail corridor.

- f. Any Eastrail access required under subsection [C.2](#) of this section shall be open and accessible to the public at all times; provided, that the legal agreement executed and recorded under subsection [C.5](#) of this section shall allow for temporary closures when necessary for maintenance purposes.
3. Grand Connection Access. If a development abuts or is located adjacent to an elevated segment of the Grand Connection, then the applicant shall provide direct pedestrian access from the building to the Grand Connection to the maximum extent feasible. Acceptable forms of access may include, but are not limited to, enclosed or unenclosed walkways, pedestrian bridges, stairways, elevators, or other vertical circulation elements, as deemed appropriate and permissible by the City. The design, placement, and configuration of access points shall be designed to support safe and convenient public use. Access to the Grand Connection shall remain open and available for public use at all times when the segment of the Grand Connection crossing Interstate 405 is open and publicly accessible. The property owner or other responsible party shall not restrict or impede public access, except on a temporary basis when necessary for maintenance, public safety, or as otherwise authorized by the City.
4. If dedication and construction of Eastrail access or Grand Connection access is needed to satisfy the requirements of this subsection C, then that Eastrail access or Grand Connection access shall be required to the extent that it is reasonably necessary to mitigate the direct transportation impacts resulting from the associated development project in accordance with Chapter 14.60 BCC.
5. Public Access Easement. The owners of property that are required to provide Eastrail access or Grand Connection access under subsection C.2 or C.3 of this section shall execute, and record with the King County Recorder's Office, a legal agreement, in a form approved by the City, providing that the portion of the property over which such access is constructed shall be subject to a nonexclusive surface right of use and access by the public. In addition, the legal agreement shall also include, but is not limited to, the following:
 - a. The legal description of the applicable access running over the owner's property;

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- b. That the obligations under the legal agreement shall run with the land and be binding on the assigns, heirs, and successors of the owner of the property;
- c. That the owner shall maintain the portion of the applicable access running over the owner's property and the keep the same in good repair;
- d. Provisions allowing for the temporary closure of the applicable access when necessary for maintenance purposes;
- e. That the owner may adopt reasonable rules and regulations for use of the owner's portion of the applicable access; provided, that such rules and regulations must be consistent with the requirements of this section and the other terms of the executed and recorded legal agreement; and
- f. Any other terms and conditions that are reasonably necessary to ensure continued maintenance of, operation of, or public access to the applicable access.

20.25C.030 Site organization and public realm

A. General

Except as provided in Section B below, LUC 20.25B.030 applies to development in the Wilburton Overlay.

B. Active Uses.

1. Calculation of Space Required. The total amount of active use spaces on a site shall be calculated as follows and the total length of building façades shall be measured from the outer face of the building.
 - a. For sites fronting the following, at least 75 percent of the total façade length fronting the access corridor shall contain active uses:
 - i. Eastrail corridor, in accordance with subsection G.2.b of this section, except where the Eastrail corridor is elevated to a degree that results in a substantial physical separation between the corridor and the project site. For the purposes of this subsection, "substantial physical separation" means a vertical or horizontal distance that materially limits visual or physical connection between the building façade and the Eastrail corridor, such that the intended pedestrian orientation and activation of the corridor frontage cannot be reasonably achieved; and
 - ii. Grand Connection, in accordance with subsection G.3.a of this section.

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- b. For sites fronting the following, at least 50 percent of the total façade length fronting the access corridor shall contain active uses:
 - i. Enhanced flexible access corridors;
 - ii. Flexible access corridors;
 - iii. Public rights-of-way; and
 - iv. Active transportation corridors;
- c. For shared-use paths, at least 25 percent of the total façade length fronting the shared-use path shall contain active uses.

- 2. Location. As an alternative to providing active uses along all frontages adjacent to the access corridors described in subsection B.12 of this section, an applicant may choose to consolidate the required active uses onto two frontages, subject to the following requirements:

- a. Where a site fronts both the Eastrail corridor and the Grand Connection, then required active uses may only be consolidated on these frontages.
- b. In all other circumstances, the required active uses may be consolidated only where the site fronts the following:
 - i. Enhanced flexible access corridors;
 - ii. Public rights-of-way; or
 - iii. Active transportation corridors.

- c. Consolidation is not permitted on frontages located solely along flexible access corridors identified in subsection B.12.b.ii of this section. Sites with frontage on these flexible access corridors must satisfy the active use requirement for that frontage independently, regardless of whether active uses are consolidated on other eligible frontages as permitted in subsections B.23.a and B.23.b of this section.

- 3. Where the provisions of this Part 20.25C require active uses in specific locations, those active uses shall count towards the minimum required under this subsection B.

C. Open Space.

- 1. Intent. Provide a variety of inviting and accessible public open spaces for gathering, respite, access to nature, and recreation. Open space adjoining the Eastrail corridor

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contributes to the goal of a linear park providing recreational and natural features adjoining the Eastrail corridor.

2. All development shall provide at least seven percent of the site area as publicly accessible open space, up to a maximum requirement of one acre of open space, subject to the following requirements and to all requirements contained in this subsection C:
 - a. This requirement shall not apply to small sites.
 - b. When calculating the publicly accessible open space required by this section, the following shall be deducted from the site area:
 - i. The area covered by emergency vehicular access dedicated and constructed under LUC 20.25~~CR~~.020.C.2.b;
 - ii. The area covered by an access corridor constructed to provide emergency vehicular access required under this title, the Bellevue City Code, or state law;
 - iii. Critical areas, critical area structure setbacks, and critical area buffers designated or established under Part 20.25H LUC;
 - iv. The hard-surfaced area of an access corridor, service corridor, or commercial driveway that is designed and constructed exclusively for vehicular use, including travel, loading, unloading, drop-off and pick-up, or parking.
 - c. Outdoor children's play areas used exclusively by child care services uses may be counted toward required open space without providing public access.
 - d. There is no limit to the share of the required open space which may be provided on non-ground-floor portions of buildings when the open space has a direct connection to Eastrail or the Grand Connection.
 - e. No less than 20 percent of the required open space shall be provided as landscaping or other planted space, including but not limited to bioswales, planter boxes, and community gardens.
3. Plazas as Open Space. The area contained in a plaza contributes toward the open space required under subsection C.2 of this section, subject to the following requirements:
 - a. Plazas shall be at least 3,000 square feet in size and shall include at least 4 of the following features:

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- i. Fixed seating such as benches, with at least 1 linear foot of seating area per 30 square feet of hard surface within the open space;
 - ii. Multifamily play areas designed and constructed in accordance with LUC 20.20.540;
 - iii. Performance spaces;
 - iv. Tables and movable seating, with at least 1 table per 75 square feet of hard surface and at least 2 seats per table;
 - v. Vendor spaces, such as kiosks or spaces for food trucks;
 - vi. Water features;
 - vii. Weather protection and shade structures; or
 - viii. Other elements that enhance the public realm as approved by the Director.
 - b. At least 50 percent of the plaza shall remain open to the sky. The Director may approve increased building coverage above a plaza when such coverage provides enhanced vertical clearance that preserves the sense of openness and ensures the space remains visually and physically inviting to the public. The intent of this provision is to allow architectural features, such as canopies or overhead structures, that contribute to the plaza's functionality and comfort without compromising its open character. Except as otherwise provided in this subsection, areas within enclosed plazas shall not count toward the open space requirements required in subsection C.2 of this section.
4. Access Corridors as Open Space. Portions of enhanced flexible access corridors, flexible access corridors, active transportation corridors, and shared-use paths may, at the applicant's discretion, contribute to the open space required under subsection C.2 of this section, subject to the following requirements:
- a. Areas designated for vehicular travel or vehicular parking shall not be considered open space.
 - b. Areas designated for emergency vehicle access or circulation shall not be considered open space.
 - c. A minimum of 1,500 square feet of plaza area must be provided adjacent to the access corridor. This requirement is intended to ensure that the portion of the access corridor counted as open space functions as an integrated and meaningful part of the site's overall open space system. The intent is to avoid fragmented,

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isolated, or narrow segments that do not contribute significantly to the usability, quality, or character of the open space.

The plaza shall also meet the following standards:

- i. Portions of a plaza shall abut and be within 30 inches in elevation of a perimeter sidewalk, Eastrail, Grand Connection, or access corridor, to ensure visual and physical connectivity.

Note: The entire plaza is not required to meet this elevation standard. Only those portions of the plaza that are directly adjacent to a perimeter sidewalk, Eastrail, the Grand Connection, or access corridor must be within 30 inches in elevation to ensure visual and physical connectivity into the plaza.

- ii. Where hard surface is provided within the plaza, the area shall be paved with different materials than those used in adjacent sidewalks or trails; and
- iii. The plaza shall be bordered by active use spaces for at least 50 percent of its perimeter.

5. **Park Dedication.** The dedication of real property, or the improvement of City-owned property for use as a park, may contribute toward satisfying the open space requirements under subsection C.2 of this section, subject to the following requirements:

- a. The need for such real property in the location proposed shall be consistent with City-adopted policies and plans.
- b. The size of the real property dedicated for park purposes must be at least 4,000 square feet, unless reduced by the Director.
- c. The real property must be located within a Mixed-Use Land Use District, but need not be contiguous with the site for which development is proposed.
- d. The City must formally accept the dedication or improvement of the real property for park purposes. If the City does not formally accept the dedication or improvement, then the proposed dedication or improvement shall not contribute toward satisfying the open space requirements under subsection C.2 of this section.

6. **Eastrail Improvements.**

- a. **Major Public Open Space.**
 - i. **Purpose.** Major Public Open Spaces serve as a focal point for pedestrian activity at the intersection of Eastrail and the Grand Connection.

ii. Where Required.

- (1) A major public open space shall be located at the intersection of Eastrail and the Grand Connection.
- (2) Any application for a permit, approval, or other entitlement for any development on the eastern border of the Eastrail Corridor adjoining the intersection of Eastrail and the Grand Connection shall comply with the requirements of subsection C.6.a of this section.

iii. Design.

- (1) The major public open space shall be a minimum of 12,000 square feet in size.
- (2) Open space required under subsection C.2 of this section shall first be allocated as major public open space, up to the minimum size of 12,000 square feet. If normal operation of subsection C.2 of this section would require more than 12,000 square feet of open space, only 12,000 square feet of open space shall be required.
- (3) The major public open space shall include a combination of pedestrian amenities, such as: seating, lighting, special paving, plantings, artwork, or special recreational features.
- (4) Active Uses are required on at least two sides of the major public open space. Alternatively, if the major public open space is linear in design, then active use frontage is only required on at least one side.

- b. The area contained in facilities constructed in the Eastrail corridor that connect a plaza to the Eastrail Corridor shall contribute to the open space required under subsection C.2 of this section.

7. Hours. Open space required under subsection C.2 of this section shall be open and accessible to the public at all times; provided, that the legal agreement executed and recorded under subsection C.8 of this section shall allow for temporary closures when necessary for maintenance purposes.
8. Legal Agreement. Owners of property that are required to provide open space under subsection C.2 of this section shall execute, and record with the King County Recorder's Office, a legal agreement, in a form approved by the City, providing that the open space shall be subject to a nonexclusive right of use and access by the public. In addition, the legal agreement shall also include, but is not limited to, the following:

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- a. The legal description of the open space;
- b. That the obligations under the legal agreement shall run with the land and be binding on the assigns, heirs, and successors of the owner of the property;
- c. That the owner shall maintain the open space and keep the same in good repair;
- d. Provisions allowing for the temporary closure of the open space when necessary for maintenance purposes;
- e. That the owner may adopt reasonable rules and regulations for use of the open space; provided, that such rules and regulations must be consistent with the requirements of this section and the other terms of the executed and recorded legal agreement;
- f. Provisions allowing for the temporary closure of the open space when necessary for maintenance purposes;
- g. Any other terms and conditions that are reasonably necessary to ensure continued maintenance of, operation of, or public access to the open space.

~~9. Landscaping. Landscaping shall be required as provided in this subsection and may contribute to the open space required under subsection C.2 of this section, subject to the following requirements:~~

- ~~a. The provisions of LUG 20.20.520, except as they conflict with this section, apply to development in Mixed-Use Land Use Districts.~~
- ~~b. A landscape buffer with type III landscaping, as described in LUG 20.20.520, shall be provided as follows:

 - ~~i. Where surface parking is adjacent to an access corridor, a landscape buffer of at least eight feet in width shall be provided.~~
 - ~~ii. Where surface parking is adjacent to the rear or side yard of a lot, a landscape buffer of at least five feet in width shall be provided.~~~~
- ~~c. Plantings in landscape area shall be installed as follows:

 - ~~i. Deciduous and evergreen trees shall be planted in natural groupings, with a minimum average of 1 tree every 20 lineal feet of landscape area.

 - ~~(1) Deciduous trees shall have a minimum caliper of two inches measured four and one-half feet above the soil surface.~~
 - ~~(2) Evergreen trees shall be minimum height of six feet.~~~~~~

Commented [A36]: Moved to 20.25B.

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~~(ii) Small and medium shrubs, planted in groupings, shall provide coverage that equals 75 percent of the planting area within 3 years of planting.~~

~~(iii) Ground cover shall be planted under deciduous trees, shrubs and other open areas not covered by larger plant material so that the plantings provide 90 percent coverage within 3 years of planting.~~

~~d. An alternative landscaping option may be approved by the Director as provided in LUC 20.20.520.~~

D. Location-Specific Design.

1. Intent. Integrate development into the urban fabric by orienting and locating primary building uses toward public spaces.

2. Eastrail – Wilburton.

a. Setbacks.

i. Between SE 5th Street and NE 8th Street, a maximum structure setback of 15 feet may be allowed. However, up to 25 percent of a building façade may be set back up to 35 feet.

ii. Between NE 8th Street and NE 12th Street, a minimum structure setback of 15 feet is required.

b. Active Uses. Seventy-five percent of the façade length along the Eastrail corridor shall contain active uses at the following locations:

i. On both sides of the Eastrail corridor between NE 4th Street and NE 8th Street;

ii. On the west side of the Eastrail corridor within 500 feet northward of SE 5th Street; and

iii. On the east side of the Eastrail corridor within 200 feet northward of SE 5th Street.

c. Frontage Paths. For the segment of Eastrail between NE 8th Street and NE 12th Street, frontage paths shall be provided along the west side of the Eastrail

corridor within the required setback described in subsection DE.2.a of this section as follows:

- i. A continuous paved path no less than 10 feet wide shall be provided within 10 feet of the property line abutting the Eastrail corridor, measured from the edge of the frontage path.
- ii. The path shall integrate with any mixing zones.
- iii. Hours. Frontage paths shall be open and accessible to the public at all times; provided, that the legal agreement executed and recorded under subsection DE.2.c.iv of this section shall allow for temporary closures when necessary for maintenance purposes.
- iv. Legal Agreement: Owners of property that are required to provide frontage paths under subsection DE.2.c of this section shall execute, and record with the King County Recorder's Office, a legal agreement, in a form approved by the City, providing that the open space shall be subject to a nonexclusive right of use and access by the public. In addition, the legal agreement shall also include, but is not limited to, the following:
 - (1) The legal description of the frontage paths;
 - (2) That the obligations under the legal agreement shall run with the land and be binding on the assigns, heirs, and successors of the owner of the property;
 - (3) That the owner shall maintain the frontage paths and keep the same in good repair;
 - (4) Provisions allowing for the temporary closure of the frontage paths when necessary for maintenance purposes;
 - (5) That the owner may adopt reasonable rules and regulations for use of the frontage paths; provided, that such rules and regulations must be consistent with the requirements of this section and the other terms of the executed and recorded legal agreement;

- (6) Provisions allowing for the temporary closure of the frontage paths when necessary for maintenance purposes;
- (7) Any other terms and conditions that are reasonably necessary to ensure continued maintenance of, operation of, or public access to the frontage paths.

3. Grand Connection – Wilburton.

- a. Active Uses. Seventy-five percent of the building frontage, where adjoining the Grand Connection, shall contain active uses.
- b. Elevated Segments. Active uses shall be at the same elevation of the Grand Connection and shall be accessible to and from the elevated segment of the Grand Connection.

20.25C.040 Building Design

A. General

Except as provided in Section B below, LUC 20.25B.040 applies to development in the Wilburton Overlay.

B. Wilburton Overlay Building Design

- 1. Building Base (Podium). At least 10 percent of the exterior area above a building podium shall contain a green roof.

20.25C.050 Amenity Incentive System

A. General

Except as provided in Section B below, LUC 20.25B.050 applies to development in the Wilburton Overlay.

- B. Bonus Points. The specific amenity options and corresponding bonus point values applicable within the Wilburton Overlay District are established in this Part and are described below. Only those amenities identified herein shall be eligible to earn bonus points for purposes of increasing Floor Area Ratio within the Wilburton Overlay District.

1. Affordable Housing.

- a. New affordable housing: four bonus points for every one gross square foot of affordable housing subject to the following conditions:

Commented [A37]: The amenity options for Wilburton, formerly set forth in Part 20.25R, have been maintained without substantive change. Minor modifications have been made solely to update cross-references for consistency with the reorganized code structure.

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- i. Bonus points may be earned under this subsection B.1.a only for affordable housing provided in excess of the amount required by ~~LUC 20.20.128.I~~ Chapter 20.15.
- ii. To earn bonus points under this subsection B.1.a, affordable housing shall meet all applicable requirements of ~~LUC 20.20.128~~ Chapter 20.15.
- iii. Affordable housing created exclusively by operation of Chapter 4.52 BCC is ineligible to earn bonus points under this subsection B.1.
- iv. To earn bonus points under this subsection B.1.a, affordable housing may be located on site, off site, or through a combination of on-site and off-site performance.
- v. To earn bonus points under this subsection B.2.a, affordable housing located off site must be located both within the city limits and within a Tier 1 location as described in LUC ~~20.20.128.I.720.15.140.B.1~~.
- b. Deeper Affordability. Bonus points may be earned by providing dwelling units at deeper levels of affordability as follows:
 - i. Six bonus points for every 1 gross square foot of dwelling units that are affordable to households earning up to, and including, 60 percent of the Area Median Income.
 - ii. Eight bonus points for every 1 gross square foot of dwelling units that are affordable to households earning up to, and including, 50 percent of the Area Median Income.
 - iii. Bonus points may be earned under this subsection B.1.b only for affordable dwelling units provided in excess of the amount required by LUC 20.20.128.I.
 - iv. Affordable dwelling units earning bonus points under subsection B.1.b.i or B.1.b.ii of this section are ineligible to receive bonus points under subsection B.2.a of this section.
 - v. For the purposes of this subsection B.2.b, the terms “affordable” and “Area Median Income” shall have the meanings provided in LUC 20.20.128.A.
 - vi. To earn bonus points under this subsection B.2.b, affordable dwelling units shall meet all applicable requirements of LUC 20.20.128.
 - vii. Affordable dwelling units created exclusively by operation of Chapter 4.52 BCC are ineligible to earn bonus points under this subsection B.2.b

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- viii. To earn bonus points under this subsection B.2.b, affordable dwelling units may be located on site, off site, or through a combination of on-site and off-site performance.
- ix. To earn bonus points under this subsection B.2.b, affordable housing located off site must be located both within the city limits and within a Tier 1 location as described in LUC 20.20.128.I.7.
- c. Land transfer: 0.5 bonus points for every one square foot of real property provided pursuant to LUC 20.20.128.I.5.
- d. Affordable Housing Pioneer Provision. To encourage the development of affordable housing in Mixed-Use Land Use Districts, established under LUC 20.10.020 and described in LUC 20.10.398, the first 200 dwelling units of affordable housing shall receive 8 points for every 1 gross square foot of affordable housing subject to the following conditions:
 - i. Bonus points are only earned under this subsection B.1.d when a building permit is issued for development that includes affordable housing on site.
 - ii. For phased development, bonus points are only earned for affordable housing included in the phase for which the building permit has been issued.
 - iii. If, at the time of issuance of a building permit, 200 dwelling units of affordable housing have already earned bonus points for other development utilizing this pioneer provision, then no bonus points shall be awarded under this subsection B.1.d.
 - iv. After the 200th dwelling unit of affordable housing has earned bonus points under this subsection B.1.d, all subsequent affordable housing, either within the same development or within another development, is ineligible to earn bonus points under this subsection B.1.d, but may earn bonus points as otherwise provided by this subsection.
 - v. Affordable housing earning bonus points under this subsection B.1.d is ineligible to earn bonus points under subsection B.1.a.
 - vi. Bonus points earned by providing deeper affordability under subsection B.1.b may be stacked with bonus points earned under this subsection B.1.d.

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- vii. Affordable housing created exclusively by operation of Chapter 4.52 BCC is ineligible to earn bonus points under this subsection B.1.d.
 - viii. To earn bonus points under this subsection B.1.d, affordable housing shall meet all applicable requirements of Chapter 20.15 LUC.
 - ix. This pioneer provision does not apply to development consisting entirely of affordable housing. For the purposes of this subsection, development consists entirely of affordable housing even where the development also contains one or more manager's units; provided, that the manager's units are reserved exclusively for occupancy of an on-site manager serving the project and said manager's household.
- 2. Family-Sized Housing. Dwelling units with three or more bedrooms earn one bonus point for every one gross square foot of the dwelling unit.
- 3. Open Space.
 - a. One-half bonus point for every one square foot of open space provided pursuant to LUC 20.25C.030.
- 4. Eastrail Corridor Improvements.
 - a. Sixteen bonus points for every one square foot of designed and constructed mixing zones.
 - b. Sixteen bonus points for every one square foot of frontage paths adjacent to the Eastrail corridor designed and constructed in accordance with the applicable requirements contained in this Part 20.25C LUC.
- 5. Grand Connection Improvements.
 - a. Sixteen bonus points for every one square foot of Grand Connection area that has been designed, constructed, and then dedicated to the City.
- 6. Access and Connectivity.
 - a. Six bonus points for every one linear foot of enhanced flexible access corridor that have been designed and constructed in accordance with the applicable requirements of this Part 20.25C. Square footage for purposes of calculating bonus points shall not include vehicle surfaces described in LUC 20.25C.020.B.3.d.i(1), but may include on-street parking and curb areas.

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- b. Four bonus points for every one square foot of Flexible Access Corridor or Active Transportation Access Corridor that have been designed and constructed in accordance with the applicable requirements of this Part 20.25C. Square footage for purposes of calculating bonus points shall not include vehicle or loading drive surfaces.
 - c. Two bonus points for every one square foot of Shared-Use Path that have been designed and constructed in accordance with the applicable requirements of this Part 20.25C.
- 7. Green Building.
 - a. Green building certification as provided under LUC 20.20.420 may receive bonus points as follows:
 - i. Tier: 0.3 points per gross square foot of certified building; and
 - ii. Tier 2: 0.4 points per gross square foot of certified building.
 - b. The Director shall determine which tier of green building certification programs established under LUC 20.20.420 may qualify for each tier of bonus points established above.
 - c. If a residential development located entirely on a small site obtains Tier 2 green building certification, then that development is allowed to exceed its base FAR allowance up to the maximum for the Land Use District described in LUC 20.20.010 without obtaining any other bonus points under this amenity incentive system.
- 8. Affordable Commercial Space.
 - a. Two bonus points may be earned for every one square foot of commercial space that is leased to a qualified business at a total rate below that is less than or equal to one and one-half times the operating expenses of that qualified business, as determined by the Director.
 - b. The Director shall define by rule what constitutes “operating expenses” and “qualified business” for the purposes of subsection B.8 of this section.
 - c. The Director may approve a total rate exceeding one and one-half times operating expenses up to a maximum of two times operating expenses to provide for repayment of owner-financed tenant improvements. The Director shall specify by rule the conditions under which a higher total rate may be approved under this subsection, not to exceed the specified maximum.

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- d. To receive bonus points under this subsection qualifying commercial space shall:
 - i. Be no less than 500 square feet in gross floor area;
 - ii. Be located on the ground floor or within an active use space as described in this Part 20.25C; and
 - iii. Comply with any other requirements for qualifying commercial spaces that the Director adopts by rule.
 - e. When adopting any rule to implement this subsection, the Director shall consider, and be consistent with the City's economic development goals, including those specified in the City's Economic Development Plan and Comprehensive Plan.
9. Critical Area Restoration and Enhancement.
- a. Sixty-six and seven-tenths points for every \$1,000 spent on critical area restoration or enhancement beyond the minimum mitigation requirements for the development as set forth in Part 20.25H LUC and as determined by a qualified professional.
 - b. A restoration plan shall be developed by a qualified professional and approved by the City to determine the required bonus points.
 - c. The restored or enhanced area shall be within the development project limit and at least 10,000 square feet or 10 percent of the site area, whichever is larger.
 - d. The property owner shall provide an easement, in a form acceptable to the City, allowing City access to the restored or enhanced area for maintenance, monitoring, and trail construction where applicable.
10. Public Art.
- a. Twenty-five bonus points per every \$1,000 of appraised art value.
 - b. "Public art" means any form of permanent artwork that is outdoors and publicly accessible or visible from a public place. The purpose is to create a memorable civic experience and affinity between artist and community.
 - c. Shall be located outside in areas open to the general public or visible from the adjoining access corridor.

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- d. Public art can include murals, sculptures, art elements integrated with infrastructure, and special artist-designed lighting.
- e. Standalone or landmark artworks shall be at a scale that allows them to be visible at a distance.
- f. Value of the art shall be determined through an appraisal acceptable to the City.
- g. Maintenance of the art is the obligation of the owner of that portion of the site where the public art is located for the life of the project.

11. Park Dedication.

- a. Forty-five bonus points for every \$1,000 of the appraised value of property donated for park purposes.
- b. The need for such real property in the location proposed shall be consistent with City-adopted policies and plans.
- c. The size of the real property dedicated for park purposes must be at least 4,000 square feet.
- d. The real property must be located within the Wilburton Overlay District but need not be contiguous with the site for which development is proposed.
- e. The City must accept the dedication of the real property for park purposes.

12. Child Care Services.

- a. Eight bonus points for every 1 square foot of Child Care Service up to a maximum of 15,000 square feet, including outdoor areas dedicated exclusively for use by the Child Care Service.
- b. The floor area, including outdoor area, delineated for Child Care Service shall be required to remain dedicated to Child Care Service for the life of the project.
- c. No other uses shall be approved for future tenancy in those spaces dedicated for Child Care Service.

13. Upper-Level Stepbacks.

- a. Five hundred bonus points for every five feet of upper-level stepback provided along an entire building facade or block face, within the height of 25 feet and 55 feet.
- b. The maximum stepback depth eligible for bonus points is 20 feet.

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- c. Eligible upper-level setbacks must be located along any required access corridor or public right-of-way.

20.25C.060 Catalyst Programs for Wilburton Overlay

A. Residential Catalyst Program.

1. Purpose. The purpose of the Residential Catalyst Program is to encourage early and meaningful development of residential dwelling units in ~~Mixed-Use Land Use Districts established under LUC 20.10.020 and described in LUC 20.10.398~~the Wilburton Overlay, resulting in diverse housing across unit types and affordability levels.
2. Applicability.
 - a. Until the Residential Catalyst Program expires, the provisions of the program shall apply to proposed multifamily or mixed-use development, either fully or partially located within ~~a Mixed-Use Land Use District established under LUC 20.10.020 and described in LUC 20.10.398~~the Wilburton Overlay, that is subject to the requirements of LUC 20.15.110.
 - b. When the Residential Catalyst Program expires, the provisions of the program shall no longer apply to any development. Upon expiration of the Residential Catalyst Program, any proposed multifamily or mixed-use development, either fully or partially located within ~~a Mixed-Use Land Use District, as established under LUC 20.10.020 and described in LUC 20.10.398~~the Wilburton Overlay, shall comply with the requirements of LUC 20.15.110 as normal. Nothing in this subsection affects any vested rights established under LUC 20.40.500 or state law.
3. Program Phases and Duration.
 - a. The Residential Catalyst Program shall consist of two phases.
 - b. When the First Phase expires, the Second Phase ~~shall begin~~began.
 - c. When the Second Phase ~~expires~~expired, the Residential Catalyst Program ~~shall simultaneously expire~~d.
4. First Phase.
 - a. The First Phase ~~shall begin~~began on June 24, 2025.

Commented [A38]: LUC 20.25R.060 has been inserted here in its entirety, as proposed to amended by HOMA to correct cross-references to the new affordable housing chapter, Chapter 20.15 LUC. Redlines show changes from LUC 20.25R.060, and amended by HOMA.

- b. The First Phase ~~expired on October 21, 2025, shall expire on the date that the first of the following occurs:~~
- i. ~~If land use applications for development totaling at least 500 dwelling units have established vested rights under LUC 20.40.500 from June 24, 2025, to June 1, 2026, then the First Phase shall expire on June 1, 2026.~~
 - ii. ~~If land use applications for development totaling at least 500 dwelling units have not established vested rights under LUC 20.40.500 from June 24, 2025, to June 1, 2026, then the First Phase shall expire on the date that vested rights are established under LUC 20.40.500 for the last application needed to reach the 500 dwelling unit threshold.~~
 - iii. ~~If land use applications for development totaling at least 1,000 dwelling units have established vested rights under LUC 20.40.500 on or after June 24, 2025, but before June 1, 2026, then the First Phase shall expire on the date that vested rights are established under LUC 20.40.500 for the last application needed to reach the 1,000 dwelling unit threshold.~~
- c. If an applicant ~~submitted~~s a land use application while the First Phase ~~was~~is in effect and ~~established~~s vested rights under LUC 20.40.500, then the applicant must submit a complete building permit application for the development within 2 years (i.e., 730 calendar days) of the date that vested rights were first established under LUC 20.40.500 for the development. If the applicant fails to do so, then the First Phase of the Residential Catalyst Program shall not apply to the development and Chapter 20.15 LUC shall apply as normal to the development.
- d. ~~Until the First Phase expires~~For land use applications submitted while the First Phase ~~was in effect and which established vested rights under LUC 20.40.500,~~ Chapter 20.15 LUC shall be modified as follows. Any subsection of Chapter 20.15 LUC not explicitly modified below shall remain in effect ~~during for applications subject to~~ the First Phase and, where applicable, shall apply as normal.
- i. For the duration of the First Phase, the Residential and Mixed-Use Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the UC, MU-H, MU-M, and MUR-M ~~land use districts~~Wilburton Overlay shall not be adjusted as provided in LUC 20.15.030.

Commented [A39]: This is the date that KGIP's Phase 1 ADR application was deemed complete. File Number: 25-121414-LP and 25-121319-LD, which collectively exhausted Phase 1 of the Residential Catalyst Program.

- ii. LUC 20.15.150.B.1 shall not apply to residential or mixed-use development in the ~~UC, MU-H, MU-M, and MUR-M land use districts~~ Wilburton Overlay. Instead, in-lieu fees shall be assessed on the date that vested rights are first established for the residential or mixed-use development under LUC 20.40.500; provided, that if the development consists of multiple phases, then for each phase the in-lieu fee shall be assessed at the time the associated Design Review for that phase vests under LUC 20.40.500. In-lieu fees shall then be collected prior to building permit issuance.
 - iii. LUC 20.15.120.B.1.a shall not apply. Instead, for dwelling units intended for rent, at least 5 percent of all dwelling units shall be affordable to households earning up to, and including, 80 percent of the area median income.
 - iv. LUC 20.15.120.B.2.a shall not apply. Instead, for dwelling units intended for sale, at least 5 percent of all dwelling units shall be affordable to households earning up to, and including, 100 percent of the area median income.
 - v. The Residential and Mixed-Use Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the ~~UC, MU-H, MU-M, and MUR-M land use districts~~ Wilburton Overlay shall be reduced by 25 percent.
5. Second Phase.
- a. The Second Phase ~~shall begin~~ began on the date that the First Phase expires ~~October 21, 2025~~.
 - b. The Second Phase expired on December 5, 2025, shall expire on the date that the first of the following occurs:
 - i. ~~If land use applications for development totaling at least 250 dwelling units have established vested rights under LUC 20.40.500 from the date the First Phase expired to June 1, 2027, then the Second Phase shall expire on June 1, 2027.~~
 - ii. ~~If land use applications for development totaling at least 250 dwelling units have not established vested rights under LUC 20.40.500 from the date the First Phase expired to June 1, 2027, then the Second Phase shall expire on the date that vested rights are established for the last application needed to reach the 250 dwelling unit threshold.~~
 - c. If an applicant submits a land use application while the Second Phase is in effect and establishes vested rights under LUC 20.40.500, then the applicant must submit a complete building permit application for the development within

Commented [A40]: This is the date that 25-124970-LD was deemed complete, which had sufficient dwelling units to exhaust Phase 2.

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2 years (i.e., 730 calendar days) of the date that vested rights were first established under LUC 20.40.500 for the development. If the applicant fails to do so, then the Second Phase of the Residential Catalyst Program shall not apply to the development and Chapter 20.15 LUC shall apply as normal to the development.

- d. For land use applications submitted while the Second Phase was in effect and which established vested rights under LUC 20.40.500~~Until the Second Phase expires~~, Chapter 20.15 LUC shall be modified as follows. Any subsection of Chapter 20.15 LUC not explicitly modified below shall remain in effect during the Second Phase and, where applicable, shall apply as normal.
 - i. For the duration of the Second Phase, the Residential and Mixed-Use Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the ~~UC, MU-H, MU-M, and MUR-M land use districts~~Wilburton Overlay shall not be adjusted as provided in LUC 20.15.030.
 - ii. LUC 20.15.150.B.1.a shall not apply to residential or mixed-use development in the ~~UC, MU-H, MU-M, and MUR-M land use districts~~Wilburton Overlay. Instead, in-lieu fees shall be assessed on the date that vested rights are first established for the residential or mixed-use development under LUC 20.40.500; provided, that if the development consists of multiple phases, then for each phase the in-lieu fee shall be assessed at the time the associated Design Review for that phase vests under LUC 20.40.500. In-lieu fees shall then be collected prior to building permit issuance.
6. Calculation of Dwelling Unit Thresholds. The Director shall calculate the 250, 500, and 1,000 dwelling unit thresholds described in subsections A.4.b and A.5.b of this section, and by extension determine which phase of the Residential Catalyst Program is applicable to a development, in accordance with the following:
 - a. All proposed dwelling units contained in new multifamily or mixed-used development subject to LUC 20.15.110 shall be counted toward the threshold, regardless of affordability; provided, that all dwelling units contained in development consisting entirely of affordable dwelling units shall not be counted toward the thresholds. For the purposes of this subsection, development consists entirely of affordable dwelling units even where the development also contains one or more manager's units; provided, that each

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manager's unit is reserved exclusively for occupancy of an on-site manager serving the project and said manager's household.

- b. On the date that vested rights for a land use application are established under LUC 20.40.500, the number of proposed dwelling units associated with that land use application shall be counted toward the threshold; provided, that if the development consists of multiple phases, then for each phase the proposed dwelling units for each phase shall be counted toward the threshold on the date that the associated Design Review for that phase vests under LUC 20.40.500.
- c. Once a proposed dwelling unit is counted toward the threshold, it shall continue to count toward the threshold regardless of whether the underlying land use permit, or any subsequent and associated land use permit or building permit, expires or is withdrawn, cancelled, or revoked.
- d. Once a proposed dwelling unit is counted toward the threshold, it shall continue to count toward the threshold even if the applicant fails to submit a complete building permit application within two years in accordance with subsection A.4.c or A.5.c of this section.
- e. Where a land use application proposes dwelling units in an amount that would cause the First Phase to expire in accordance with subsection A.4.b of this section, then the First Phase shall apply to that development. However, the number of dwelling units proposed in excess of the applicable threshold that caused the First Phase to expire shall be counted toward the 250 dwelling unit threshold for the Second Phase described in subsection A.5.b of this section.
- f. Where a land use application proposes dwelling units in an amount that would cause the Second Phase to expire in accordance with subsection A.5.b of this section, then the Second Phase shall apply to that development.

B. Commercial Catalyst Program.

- 1. Purpose. The purpose of the Commercial Catalyst Program is to encourage early and meaningful nonresidential development in ~~Mixed-Use Land Use Districts, established under LUC 20.10.020 and described in LUC 20.10.398~~the Wilburton Overlay, allowing existing and new businesses to thrive and contribute toward vibrant places and corridors.
- 2. Applicability.
 - a. Until the Commercial Catalyst Program expires, the provisions of the program shall apply to proposed nonresidential development, either fully or partially

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located within a ~~Mixed-Use Land Use District established under LUC 20.10.020~~
and described in ~~LUC 20.10.398~~ the Wilburton Overlay, that is subject to the
requirements of LUC 20.15.110.

- b. When the Commercial Catalyst Program expires, the provisions of the program shall no longer apply to any development. Upon expiration of the Commercial Catalyst Program, any proposed nonresidential development, either fully or partially located within a ~~Mixed-Use Land Use District, as established under LUC 20.10.020~~ and described in ~~LUC 20.10.398~~ the Wilburton Overlay, shall comply with the requirements of Chapter 20.15 LUC as normal. Nothing in this subsection affects any vested rights established under LUC 20.40.500 or state law.

3. Program Phases and Duration.

- a. The Commercial Catalyst Program shall consist of at least two, but no more than three, phases.
- b. When the First Phase expires, the Second Phase shall begin.
- c. If the Second Phase expires prior to 12:00 a.m. on June 1, 2028, then the Third Phase shall begin.
- d. If the Second Phase expires on or after June 1, 2028, then there shall be no Third Phase and the Commercial Catalyst Program shall simultaneously expire.
- e. If the Second Phase expires prior to 12:00 a.m. on June 1, 2028, then when the Third Phase expires, the Commercial Catalyst Program shall simultaneously expire.

4. First Phase.

- a. The First Phase ~~shall begin~~ began on June 24, 2025.
- b. The First Phase shall expire as follows:
 - i. If land use applications for development totaling at least 600,000 square feet of gross floor area have established vested rights under LUC 20.40.500 on or after June 24, 2025, then the First Phase shall expire on the date that vested rights are established under LUC 20.40.500 for the last application needed to reach the 600,000 square feet of gross floor area threshold.
- c. If an applicant submits a land use application while the First Phase is in effect and establishes vested rights under LUC 20.40.500, then the applicant must

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submit a complete building permit application for the development within 2 years (i.e., 730 calendar days) of the date that vested rights were first established under LUC 20.40.500 for the development. If the applicant fails to do so, then the First Phase of the Commercial Catalyst Program shall not apply to the development and Chapter 20.15 LUC shall apply as normal to the development.

- d. Until the First Phase expires, Chapter 20.15 LUC shall be modified as follows. Any subsection of Chapter 20.15 LUC not explicitly modified below shall remain in effect during the First Phase and, where applicable, shall apply as normal.
 - i. For the duration of the First Phase, the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the ~~UC, MU-H, MU-M, and MUR-M land use districts~~ Wilburton Overlay shall not be adjusted as provided in LUC 20.15.030.
 - ii. LUC 20.15.150.B.1 shall not apply to nonresidential development in the ~~UC, MU-H, MU-M, and MUR-M land use districts~~ Wilburton Overlay. Instead, in-lieu fees shall be assessed on the date that vested rights are first established for the nonresidential development under LUC 20.40.500; provided, that if the development consists of multiple phases, then for each phase the in-lieu fee shall be assessed at the time the associated Design Review for that phase vests under LUC 20.40.500. In-lieu fees shall then be collected prior to building permit issuance.
 - iii. Except as provided in subsection B.4.d.iv of this section, the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the ~~UC, MU-H, MU-M, and MUR-M land use districts~~ Wilburton Overlay shall be reduced by 25 percent for all nonresidential development.
 - iv. If vested rights are first established under LUC 20.40.500 for nonresidential development containing life science uses or medical office uses prior to 12:00 a.m. on June 1, 2028, then the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B ~~for the~~ Wilburton Overlay shall be reduced by 50 percent for such development. This reduction does not stack with the 25 percent reduction described in subsection B.4.d.iii of this section.

5. Second Phase.

- a. The Second Phase shall begin on the date that the First Phase expires.

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- b. The Second Phase shall expire on the date that the first of the following occurs:
 - i. If land use applications for development totaling at least 250,000 square feet of gross floor area have established vested rights under LUC 20.40.500 from the date the First Phase expired to June 1, 2027, then the Second Phase shall expire on June 1, 2027.
 - ii. If land use applications for development totaling at least 250,000 square feet of gross floor area have not established vested rights under LUC 20.40.500 from the date the First Phase expired to June 1, 2027, then the Second Phase shall expire on the date that vested rights are established for the last application needed to reach the 250,000 square feet of gross floor area threshold.
- c. If an applicant submits a land use application while the Second Phase is in effect and establishes vested rights under LUC 20.40.500, then the applicant must submit a complete building permit application for the development within 2 years (i.e., 730 calendar days) of the date that vested rights were first established under LUC 20.40.500 for the development. If the applicant fails to do so, then the Second Phase of the Commercial Catalyst Program shall not apply to the development and Chapter 20.15 LUC shall apply as normal to the development.
- d. Until the Second Phase expires, Chapter 20.15 LUC shall be modified as follows. Any subsection of Chapter 20.15 LUC not explicitly modified below shall remain in effect during the Second Phase and, where applicable, shall apply as normal.
 - i. For the duration of the Second Phase, the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.15.B for the ~~UC, MU-H, MU-M, and MUR-M land use districts~~ Wilburton Overlay shall not be adjusted as provided in LUC 20.15.030.
 - ii. LUC 20.15.150.B.1 shall not apply to nonresidential development in the ~~UC, MU-H, MU-M, and MUR-M land use districts~~ in the Wilburton Overlay. Instead, in-lieu fees shall be assessed on the date that vested rights are first established for the nonresidential development under LUC 20.40.500; provided, that if the development consists of multiple phases, then for each phase the in-lieu fee shall be assessed at the time the associated Design Review for that phase vests under LUC 20.40.500. In-lieu fees shall then be collected prior to building permit issuance.

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- iii. If vested rights are first established under LUC 20.40.500 for nonresidential development containing life science uses or medical office uses prior to 12:00 a.m. on June 1, 2028, then the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the ~~UC, MU-H, MU-M, and MUR-M land use districts~~ Wilburton Overlay shall be reduced by 50 percent for such development.

6. Third Phase.

- a. The Third Phase shall only begin if the Second Phase expires prior to 12:00 a.m. on June 1, 2028.
- b. If the Second Phase expires prior to 12:00 a.m. on June 1, 2028, then the Third Phase shall begin on the date the Second Phase expires.
- c. If the Second Phase expires on or after 12:00 a.m. on June 1, 2028, then there shall be no Third Phase of the Commercial Catalyst Program.
- d. If the Third Phase begins, then the Third Phase shall expire at 12:00 a.m. on June 1, 2028:
- e. If an applicant submits a land use application while the Third Phase is in effect and establishes vested rights under LUC 20.40.500, then the applicant must submit a complete building permit application for the development within 2 years (i.e., 730 calendar days) of the date that vested rights were first established under LUC 20.40.500 for the development. If the applicant fails to do so, then the Third Phase of the Commercial Catalyst Program shall not apply to the development and Chapter 20.15 LUC shall apply as normal to the development.
- f. Until the Third Phase expires, Chapter 20.15 LUC shall be modified as follows. Any subsection of Chapter 20.15 LUC not explicitly modified below shall remain in effect during the Third Phase and, where applicable, shall apply as normal.
 - i. For the duration of the Third Phase, the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the ~~UC, MU-H, MU-M, and MUR-M land use districts~~ Wilburton Overlay shall not be adjusted as provided in LUC 20.15.030.
 - ii. LUC 20.15.150.B.1 shall not apply to nonresidential development containing life science uses or medical office uses. Instead, the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the ~~MU-H, MU-M, and MUR-M land use districts~~ Wilburton Overlay shall be assessed on the date that vested rights are first established

for the development containing life science uses or medical office uses under LUC 20.40.500; provided, that if the development consists of multiple phases, then for each phase the in-lieu fee shall be assessed at the time the associated Design Review for that phase vests under LUC 20.40.500. In-lieu fees shall then be collected prior to building permit issuance.

- iii. If vested rights are first established under LUC 20.40.500 for nonresidential development containing life science uses or medical office uses prior to 12:00 a.m. on June 1, 2028, then the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the ~~MU-H, MU-M, and MUR-M land use districts~~ Wilburton Overlay shall be reduced by 50 percent for such development.

- 7. Calculation of Gross Floor Area Thresholds. The Director shall calculate the 250,000 and 600,000 square feet of gross floor area thresholds described in subsections B.4.b and B.5.b of this section, and by extension determine which phase of the Commercial Catalyst Program is applicable to a development, in accordance with the following:
 - a. Nonresidential portions of mixed-use development shall not count toward either threshold.
 - b. On the date that vested rights for a land use application are established under LUC 20.40.500, the proposed square footage of gross floor area associated with that land use application shall be counted toward the applicable threshold; provided, that if the development consists of multiple phases, then for each phase the proposed square footage of gross floor area for each phase shall be counted toward the threshold on the date that the associated Design Review for that phase vests under LUC 20.40.500.
 - c. Once proposed square footage of gross floor area is counted toward the threshold, it shall continue to count toward the threshold regardless of whether the underlying land use permit, or any subsequent and associated land use permit or building permit, expires or is withdrawn, cancelled, or revoked.
 - d. Once proposed square footage of gross floor area is counted toward the threshold, it shall continue to count toward the threshold even if the applicant fails to submit a complete building permit application within two years in accordance with subsection B.4.c or B.5.c of this section.
 - e. Where a land use application proposes non-residential square footage of gross floor area in an amount that would cause the First Phase to expire in accordance

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with subsection B.4.b of this section, then the First Phase shall apply to that development. However, the nonresidential square footage of gross floor area proposed in excess of the applicable threshold that caused the First Phase to expire shall be counted toward the 250,000 square foot of gross floor area threshold for the Second Phase described in subsection B.5.b of this section.

- f. Where a land use application proposes nonresidential square footage of gross floor area in an amount that would cause the Second Phase to expire in accordance with subsection B.5.b of this section, then the Second Phase shall apply to that development.
8. Assurance Device for Nonresidential Development Containing Life Science Uses or Medical Office Uses.
- a. To benefit from any phase of the Commercial Catalyst Program, an applicant proposing nonresidential development containing life science uses or medical office uses must submit, in conjunction with the land use application securing a benefit under any phase of the Commercial Catalyst Program, an assurance device in a form acceptable to the Director under LUC 20.40.490.C.
 - b. The amount of the assurance device shall be equal to ten percent of the following amount: the full in-lieu fee amount that would be assessed for the development by the normal operation of Chapter 20.15 LUC as may be modified by operation of the applicable phase of the Commercial Catalyst Program.
 - c. To apply for release of the assurance device, the applicant shall provide documentation to the City, in a form acceptable to the Director, that 90 percent of the development has been leased, transferred, or otherwise conveyed to life science uses or medical office uses. The Director shall release the assurance device only upon certification that 90 percent of the development has been leased, transferred, or otherwise conveyed to life science uses or medical office uses.
 - d. The assurance device shall require that 90 percent of the development has been leased, transferred, or otherwise conveyed to life science uses or medical office uses within 2 years (i.e., 730 calendar days) of the date that the first certificate of occupancy is issued for the development. If 90 percent of the development has not been so leased, transferred, or otherwise conveyed within that time period, then the City shall obtain the proceeds of the device and shall deposit and use the proceeds as provided in LUC 20.15.110.

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9. Legal Agreement for Nonresidential Development Containing Life Science Uses or Medical Office Uses.
 - a. To benefit from any phase of the Commercial Catalyst Program, an applicant proposing nonresidential development containing life science or medical office uses must fully execute and submit, in conjunction with the land use application securing a benefit under any phase of the Commercial Catalyst Program, a legal agreement.
 - b. The legal agreement shall be in a form acceptable to the Director. Once fully executed, the applicant shall record the agreement with the King County Recorder's Office on the title of the real property on which the development is located. The agreement shall include, but is not limited to, the following terms and conditions:
 - i. The agreement shall be a covenant running with the land and shall be binding on the assigns, heirs, and successors of the owner of the property.
 - ii. If 90 percent of the development has not been leased, transferred, or otherwise conveyed to life science uses or medical office uses within 2 years (i.e., 730 calendar days) of the date that the first certificate of occupancy is issued for the development, then the agreement shall require the owner of the property to make a cash payment to the City totaling 90 percent of the following amount: the full in-lieu fee amount that would be assessed for the development by the normal operation of Chapter 20.15 LUC as may be modified by operation of the applicable phase of the Commercial Catalyst Program. Upon receipt of the payment, the City shall deposit and use the proceeds as provided in LUC 20.15.110.

Part 20.25D BelRed Overlay

20.25D.010 General

A. Purpose.

The purpose of this part is to promote excellence in design quality and innovation, while enhancing the identity of the BelRed Overlay, without prescribing a specific architectural style, aesthetic, or theme.

B. Applicability.

Commented [A41]: The existing Part 20.25D is proposed to be repealed and replaced as shown.

Commented [A42]: This section is based on existing LUC 20.25R.010, but tailored to the BelRed Overlay.

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1. The provisions of this chapter shall apply to all development within the BelRed Overlay.
2. Except to the extent expressly provided in this Part 20.25D, in Part 20.25B, or as referenced in this section, the provisions of the Land Use Code and all other applicable provisions of the Bellevue City Code shall apply.

C. Relationship to Other Regulations.

1. Refer to LUC 20.10.445 for land uses permitted in the BelRed Overlay.
2. Refer to LUC 20.20.010 for applicable development standards for the Mixed-Use Land Use Districts, including the BelRed Overlay.
3. To the extent that any provision of this Part 20.25D conflicts with any requirement contained in the Shoreline Overlay District (i.e., Part 20.25E LUC), Part 20.25E LUC shall control.
4. To the extent that any provision of this Part 20.25D conflicts with any requirement contained in the Critical Areas Overlay District (i.e., Part 20.25H LUC), Part 20.25H LUC shall control.

D. Review Required.

1. Design Review.
 - a. When Required. With the exception of the BelRed General Commercial District (BR-GC), a Design Review is required for all projects in the BelRed Overlay. An applicant shall submit a Design Review application for approval by the Director pursuant to Part 20.30F LUC. An applicant may submit a design review for approval by the Director pursuant to Part 20.30F LUC for a development proposal located in the BelRed General Commercial District that includes departures permitted by subsection D.2 of this section.
 - b. Design Review Deviations. The Director may, through the design review process, approve a proposal that varies from the specific requirements set forth in LUC 20.25D.030 or 20.25D.040 if the applicant demonstrates that the resulting design will be more consistent with the purpose and intent of the code.

20.25D.015 BelRed Overlay Definitions

The following definitions are specific to this section. Where a term defined below is used in this section, its meaning shall be as defined below:

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- A. “Arts District Intensive Area” is an area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A. The Arts District Intensive Area is located primarily, but not exclusively, within the BelRed Station Area Node and is intended to provide for a thriving arts district.
- B. “BelRed Overlay” shall mean the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A. The BelRed Overlay consists of the area included in all seven neighborhood districts, with the exception of the area within the Medical Institution District.
- C. “Neighborhood Districts” are the following seven individual subareas within the BelRed Overlay, defined by key natural and built environment features, that each have unique goals and policies under the BelRed Subarea Plan:
 1. “116th Ave NE Corridor” consisting of the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A.
 2. “BelRed Station Area Node” consisting of the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A.
 3. “North of Northup & NE 20th Street” consisting of the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A.
 4. “Overlake Village Station Area Node” consisting of the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A.
 5. “South of Bel-Red Road” consisting of the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A.
 6. “Spring District Station Area Node” consisting of the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A.
 7. “Two Creeks” consisting of the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A.

Commented [A43]: This parcel is regulated through Part 20.25J. No changes proposed.

Figure 20.25D.015.A

Map of BelRed Overlay, Neighborhood Districts and Arts District Intensive Area

To be attached at future study session

20.25D.020 Access and Connectivity

- A. General

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Except as provided in this section, LUC 20.25B.020 applies to development in the BelRed Overlay.

B. Access, Blocks, and Circulation.

1. BelRed Street Network.

- a. Intent. The BelRed street network introduces a public and private right-of-way system that improves mobility by increasing access for local vehicular traffic and active transportation throughout the BelRed Subarea. BelRed streets consist of a variety of street typologies on both public rights-of-way and access corridors, defined in subsection B.3 of this section.
- b. Where Required. Figure 20.25D.020.B.1 Identifies the general location of specific new publicly-dedicated streets, as well as the area where block limits established under subsection B.2 of this section apply. This network continues the development of required streets in the BelRed subarea which have been in effect since 2009.
- c. Modifications. The Director may approve modifications to the BelRed Street Network map to respond to specific site conditions, property ownership, phasing considerations, or a specific redevelopment proposal seeking a different street configuration; provided that the modified map satisfies the intent of subsection B.1.a of this section, accounts for general intersection alignments, is generally consistent with the map in Figure 20.25D.020.B.1 below, and meets applicable standards below. This subsection provides for flexibility to the location and alignment of defined local streets and green streets identified in Figure 20.25D.020.B.1. Criteria and process to replace a defined local street segment with a private access corridor is provided in subsection B.4 of this section.

Figure 20.25D.020.B.1. BelRed Street Network Map

See attachment.

2. Blocks.

- a. The standards of this subsection apply to the Block Limit area within BelRed defined in Figure 20.25D.020.B.1.
- b. A block shall be bordered on all sides by any of the following access corridors. This requirement shall not apply to sites less than 105,000 square feet in area.
 - i. Public rights-of-way, including local streets and green streets;

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- ii. Flexible access corridor;
 - iii. Active transportation access corridor;
 - iv. Enhanced shared use path; or
 - v. Service corridor. Service corridors may not border more than one side of the block.
 - c. Block Dimensions. These requirements shall not apply to sites less than 105,000 square feet in area.
 - i. The perimeter of a block shall be no more than 1,200 feet in length.
 - ii. The north-south dimension of a block shall be no more than 350 feet in length.
 - iii. All block dimensions described in this section shall be measured as follows:
If there is a sidewalk, then the dimension shall be measured from the back of the sidewalk. If there is not a sidewalk, then the dimension shall be measured from the inside edge of the corridor.
 - d. For sites that are less than 105,000 square feet in area or are not located within the Block Limit area for BelRed, the following shall apply:
 - i. Vehicular access onto these sites shall be provided from a commercial driveway. The commercial driveway shall connect to a public right-of-way, or to a flexible access corridor which connects to a public right-of-way.
 - e. Access corridors or commercial driveways constructed across property lines may be allowed, including those constructed and authorized to satisfy the requirements of this subsection B.1 and 2, subject to the following requirements:
 - i. The access corridor or commercial driveway is designed and constructed in accordance with all applicable requirements of this Part 20.25D; and
 - ii. The applicant shall provide the City with an executed and recorded legal agreement that, to the Director's satisfaction, demonstrates that all applicable property owners have given all rights and authorization necessary to design, construct, and maintain the access corridor in accordance with all applicable requirements of this Part 20.25D.
3. Access and Circulation Design.

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- a. **Local Streets.** Local streets are designed to serve as essential access routes for vehicles, supporting a wide range of functions that contribute to neighborhood livability and safety. These functions include designated amenity zones on both sides of the street. Amenity zones act as a buffer between pedestrians and moving vehicles, enhancing the overall streetscape and pedestrian experience. Local streets are dedicated for public access.
 - i. **Required Width.** The required minimum width of a local street is 47 feet, comprised of the following design components:
 - (1) Twenty-foot vehicle area;
 - (2) Two six-inch curbs;
 - (3) Two five-foot amenity zones; and
 - (4) Two eight-foot sidewalks.
 - ii. **On-Street Parking.** Where required, as provided in Subsection C of this section, on-street parking lanes are a minimum width of eight feet.
- b. **Green Streets.** Green Streets are important east-west streets that connect the street network to parks and open space. Green Streets should be considered urban trails and extensions of parks and open space. They are important streets for pedestrians and bicyclists. Green Streets utilize natural drainage systems, to the extent feasible, to improve and reduce the amount of stormwater runoff at its source. Green streets are dedicated for public access.
 - i. **Required width.** The required minimum width of a green street is 60 feet, comprised of the following design components:
 - (1) Twenty-foot vehicle area;
 - (2) Two twelve-inch curb less zones;
 - (4) Two eleven-foot amenity zones interspersed with eight-foot parking lanes; and
 - (5) Two eight-foot sidewalks.
 - ii. **Stormwater planters** shall be required pursuant to Bellevue Utilities Department Engineering Standards Chapter D9, now or as hereafter amended.

- iii. Parking lanes on Green Streets shall be designed to alternate between expanded landscape areas and parking stalls.
- iv. Green street design details, including roadway sections and engineering, shall receive all approvals required pursuant to City Codes and standards, including but not limited to transportation and utility codes and development standards, now or as hereafter adopted.
- c. Flexible Access Corridor. Flexible access corridors accommodate active transportation and essential vehicular access, including, but not limited to, parking, pick-up/drop-off, maintenance, and emergency vehicle access, which will be identified during the development review process.
 - i. Streetscape Elements. Flexible access corridors shall contain the following elements at a minimum and a required corridor width of 37 feet:
 - (1) Two 10-foot travel lanes serving vehicles and active transportation modes;
 - (2) Two eight-foot sidewalks;
 - (3) One four-foot amenity zone;
 - (4) Two six-inch curbs; and
 - (5) Street and pedestrian-scale lighting to meet applicable illumination standards contained in the Transportation Design Manual.
 - ii. If on-street parking is provided by development, then the corridor width must be widened beyond the minimum by an additional eight feet per parking lane.
- d. Active Transportation Access Corridor. Active transportation access corridors are corridors that primarily serve active transportation and allow for emergency vehicle access. Active transportation access corridors are private corridors and shall be open and accessible to the public pursuant to LUC 20.25B.020.B.2.c and shall provide a public access easement in accordance with LUC 20.25B.020.B.2.d. Corridors shall contain the following elements with a required corridor width of 32 feet:
 - i. 20-foot shared active transportation and emergency vehicle path;
 - ii. 12-foot amenity/frontage zone consisting of landscape and other amenity areas;
 - iii. Pedestrian-scale lighting;

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- iv. Bollards at corridor access points with other transportation facilities restricting vehicular access to the corridor except for access by emergency vehicles.
- e. Enhanced Shared-Use Path. Enhanced Shared-Use Paths shall be outdoors and provide public access through and between larger blocks or development sites. Minimum standards for Enhanced Shared-Use Paths do not provide for emergency vehicle access.
 - i. Elements. The required width of an Enhanced Shared-Use Path is 26 feet and includes the following minimum elements:
 - (1) 14-foot shared active transportation path;
 - (2) 12-foot amenity zone;
 - (3) Pedestrian-scale lighting.
 - ii. Signage. Directional signage shall identify circulation routes for all users and be visible from all points of access. The Director shall require signage as provided in the City of Bellevue Transportation Department Design Manual. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this section and achieves the design objectives for the building and the site.
 - iii. Design.
 - (1) Incorporate design elements, such as paving, lighting, landscaping, and signage to identify the Shared-Use Path as a public space;
 - (2) Provide access that complies with the Americans with Disabilities Act;
 - (3) Provide lighting that is appropriately scaled for its public users, compatible with the landscape design, and improves safety;
 - (4) Be visible from surrounding spaces and uses. Provide windows, doorways, and other devices on the pedestrian and bicycle route to ensure that the connection is used, feels safe, and is not isolated from view; and
 - (5) Any building cantilevering shall not extend over the minimum 24 foot width of the Enhanced Shared-Use Path.
 - iv. Plaza Paths. Enhanced Shared-Use Paths which achieve all design criteria for Outdoor Plazas provided in Chart 20.25D.050.B.4 may also earn Outdoor

Plaza credit in the Amenity Incentive System, provided that unobstructed travel area of at least 14 feet is maintained throughout the length of the active transportation path.

- e. Service Corridor. Service corridors are corridors that support “back-of-house” functions essential to site operations, which may include, but are not limited to, emergency vehicle access, solid waste collection, and incidental loading and unloading activities. The purpose of these corridors is to support a building’s operational functions without interfering with the site’s primary circulation routes. Service corridors are private corridors and shall be open and accessible to the public pursuant to LUC 20.25B.020.B.2.c and shall provide a public access easement in accordance with LUC 20.25B.020.B.2.d.
 - i. Required Width. The minimum unobstructed width of a service corridor shall comply with applicable fire and transportation standards and shall not be less than 20 feet.
 - ii. Access Limitations. Service corridors shall not serve as the primary vehicular access to parking garages and shall not serve as the main pedestrian access to building entries, tenant spaces, or other areas intended for regular public use. Service corridors may serve as primary vehicular access to parking garages on small sites.
- f. Commercial Driveway. For the sole purpose of subsection B.2.c of this section, commercial driveways provide connections from access corridors to parking areas located within commercial or mixed-use development.
 - i. If a sidewalk is required per Transportation Department review, a minimum eight-foot sidewalk is required adjacent to the commercial driveway.
 - ii. Commercial driveways shall not be used to satisfy the requirements of subsection B.2.b of this section.

3. Substituting Local Streets. *Placeholder, to be updated following Planning Commission discussion during April 22 Study Session.*

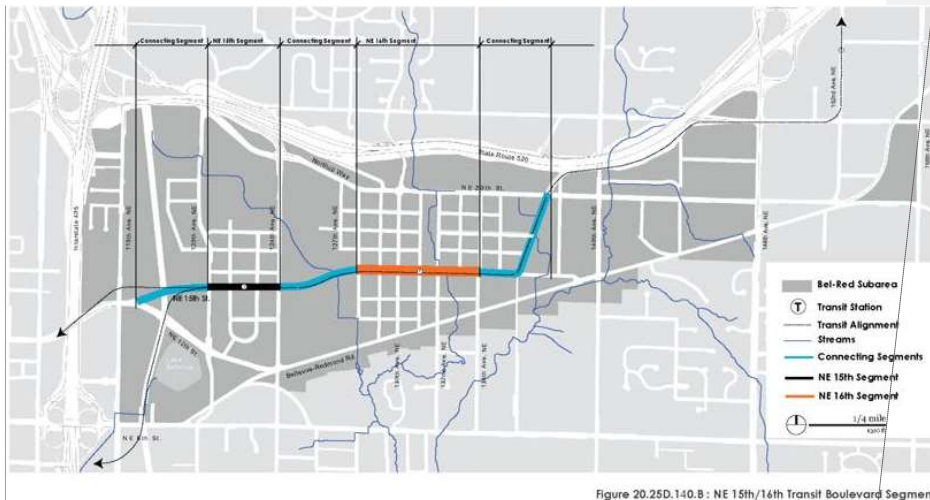
Commented [A45]: This section provided as a placeholder, to be confirmed following April 22 Planning Commission discussion. This section would outline the criteria for when a defined local street segment could be replaced with a private access corridor.

C. Location-Specific Access and Design.

- 1. Spring Boulevard. Spring Boulevard serves as the symbolic and functional thread that knits the BelRed Overlay together. It connects the most intense area of development and includes vehicular, light rail, and nonmotorized travel modes. It is also intended to incorporate significant urban open spaces and environmentally sensitive design features.

- a. Where Required. Figure 20.25D.020.C.1 identifies the general location for Spring Boulevard. The Director may approve the final location of the Boulevard to respond to specific site conditions, property ownership, and phasing considerations; provided, that the final location satisfies the intent of subsection C.1 of this section and meets the applicable standards below.
- b. Street design details, including roadway sections and engineering, shall receive all approvals required pursuant to City Codes and standards, including but not limited to transportation and utility codes and development standards, now or as hereafter adopted.

Figure 20.25D.020.C.1. Spring Boulevard



Commented [A46]: Existing map, to be updated before LUCA action. General location of Spring Boulevard is maintained, street grid is out of date.

2. 130th Avenue Shopping Street. 130th Avenue NE north of Spring Boulevard is envisioned as a centralized neighborhood-serving retail street. Design is intended to make the pedestrian experience a priority and foster a vital retail environment by using uniform design features.
 - a. Where Required. The 130th Avenue Shopping Street extends from Spring Boulevard to Northup Way/NE 20th Street. Figure 20.25D.020.C.2 identifies the general location of the 130th Avenue Shopping Street. The Director may approve the final location of the Shopping Street to respond to specific site conditions, property ownership, and phasing considerations; provided, that the final location satisfies the intent of subsection C.2 of this section and meets the applicable standards below.

- b. Applicable Standards.
 - i. The minimum paved width of a sidewalk shall be 10 feet, with an additional 5-foot amenity zone and a 6-inch curb.
 - ii. Street design details, including roadway sections and engineering, shall receive all approvals required pursuant to City Codes and standards, including but not limited to transportation and utility codes and development standards, now or as hereafter adopted.

Figure 20.25D.020.C.2. 130th Avenue Shopping Street



Commented [A47]: Existing map, to be updated before LUCA action. General location of Shopping Street is maintained, street grid is out of date.

- 3. BelRed Road from 124th Avenue NE to 148th Avenue NE.
 - a. Where Required. On both sides of BelRed Road from 124th Avenue NE to 148th Avenue NE.
 - b. Applicable Standards.
 - i. The minimum paved width of a sidewalk shall be 10 feet, with an additional 20-foot amenity zone and a 6-inch curb. Landscaping shall be provided within the amenity zone, except where a plaza or gateway design is incorporated to signal entrances to and movement within the BelRed Overlay. Gateway and plaza elements shall create a clear sense of entry for pedestrians, cyclists, transit users, and motorists, including entry into distinct districts or neighborhoods within the subarea. Where a gateway or

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plaza is provided, the 20-foot amenity zone may be reduced through an administrative departure.

- ii. Street design details, including roadway sections and engineering, shall receive all approvals required pursuant to City Codes and standards, including but not limited to transportation and utility codes and development standards, now or as hereafter adopted.
- iii. The sidewalk may meander into the planting area where necessary to retain significant trees or replace a non-viable street tree. In such case, the overall dimension of sidewalk and sidewalk planting shall total 30 feet.
- iv. All viable significant trees shall be maintained between the street and existing or proposed development and each of the following standards shall be met:
 - (1) A minimum of five trees per 1,000 square feet of planting area shall be provided. Evergreen trees shall be a minimum height of 10 feet at planting. Deciduous trees shall have a minimum caliper of two and one-half inches.
 - (2) Evergreen shrubs shall be provided at a minimum spacing of three feet on center; shrubs shall be a minimum height of 42 inches at planting.
 - (3) Living ground cover shall be provided as necessary to cover the landscape area within a minimum of three years.
 - (4) At least 50 percent of the plantings shall be native species.

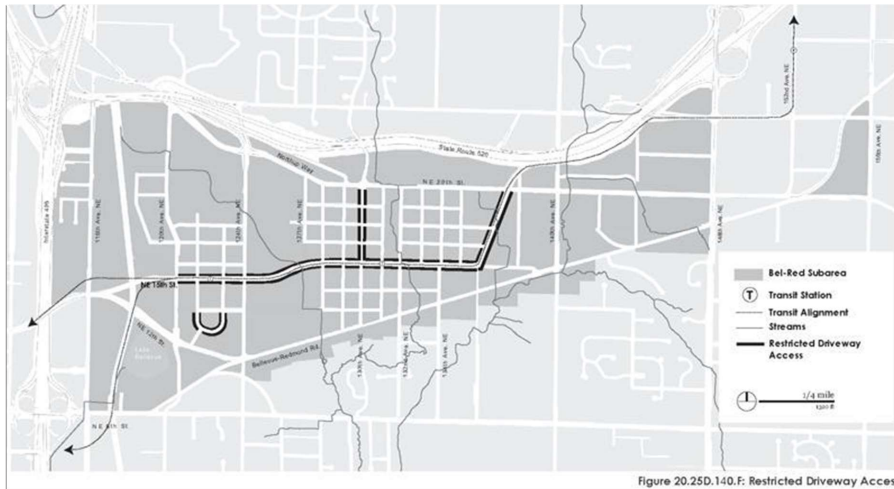
4. All other arterials.

- a. Where Required. 116th Avenue NE, 120th Avenue NE, 130th Avenue NE south of Spring Boulevard, 148th Avenue NE, 156th Avenue NE, BelRed Road east of 148th Avenue NE.
- b. Applicable Standards.
 - i. The minimum paved width of a sidewalk shall be 10 feet, with an additional 5-foot amenity zone and a 6-inch curb.
 - ii. Street trees together with shrubbery, groundcover and other approved plantings are required in an amenity zone along the length of the frontage.
 - iii. Street trees with a minimum caliper of two and one-half inches shall be provided at a maximum spacing of 30 feet on center in tree wells a minimum

of five feet wide and 10 feet long. The use of planter strips for stormwater treatment is encouraged. Installation shall be in accordance with the Parks and Community Services Department Environmental Best Management Practices and Design Standards, as now or hereafter amended.

5. **Required On-Street Parking.** On-street parking can contribute to the pedestrian environment, be a great benefit to retail uses, and enhance elements of neighborhood character.
 - a. **Where Required.** On-street parking is required with new local streets and green streets. The Director may approve the final location of on-street parking to respond to specific site conditions, property ownership, and phasing considerations; provided, that the final locations satisfy the intent of this section and meet the applicable standards identified in subsection B.3 of this section.
 - b. **Applicable Standards.** Parking design details shall receive all approvals required pursuant to City Codes and standards, including but not limited to transportation and utility codes and development standards, now or as hereafter adopted.
6. **Restricted Driveway Access.** Driveway access along certain streets is restricted to minimize conflicts with transit, autos, bicycles, and pedestrians and to reinforce active edge continuity along commercial and retail frontages.
 - a. **Where Restricted.** Driveway access is generally prohibited along Spring Boulevard and the 130th Shopping Street as shown in Figure 20.25D.020.C.6.

Figure 20.25D.020.C.6. Restricted Driveway Access



Commented [A48]: Existing map, to be updated for next draft version. General locations of restricted access are maintained, street grid is out of date.

20.25D.030 Site organization and public realm

A. General

Except as provided in Section B below, LUC 20.25B.030 applies to development in the BelRed Overlay.

B. Active Uses.

1. **Where Required.** Figure 20.25D.030.B identifies those streets where active uses are required for building frontages.

Commented [A49]: To be reviewed at future study session

Figure 20.25D.030.B

To be attached for future study session

2. Applicable Standards for Active Uses.
 - a. In the Spring District Station Area Node, at least 50 percent of the total facade length fronting a designated street shall contain active uses.
 - b. In the BelRed Station Area Node and Arts District Intensive Area, at least 75 percent of the total facade length fronting a designated street shall contain active uses.

C. Location-Specific Design.

1. Transition Edge Landscape Development.

- a. Intent. Landscape development, including retention of significant trees, as required by this section is necessary to create visual separation between different land use districts.
- b. Where Required. A 20-foot landscape buffer shall be provided along the property line of any site located south of BelRed Road between 124th Avenue NE and 148th Avenue NE and that abuts a Residential Land Use District, as defined in LUC 20.10.180. A landscape buffer may not be required if abutting property in a Residential Land Use District is developed for a nonresidential use.
- c. Applicable Standards.
 - i. The required landscape buffer shall only be required along the property line abutting a Residential Land Use District.
 - ii. Evergreen and deciduous trees shall be provided at a maximum spacing of 20 feet on center. No more than 30 percent shall be deciduous. Trees shall be a minimum height of 10 feet at planting.
 - iii. Evergreen shrubs shall be provided at a minimum spacing of three feet on center. Shrubs shall be a minimum of two gallons in size at planting.
 - iv. Living ground cover shall be provided as necessary to cover the entire remaining area within a minimum of three years.
 - v. No portion may be paved except for vehicular entrance drives and required trails or other pedestrian connections, and these features should be minimized to the extent feasible.

20.25D.040 Building Design

A. General

Except as provided in this section, LUC 20.25B.040 applies to development in the BelRed Overlay.

B. Maximum Building Setback.

1. Intent. Integrate development into the urban fabric by orienting and locating primary building uses toward public spaces. Establish a continuous “street wall” that provides a sense of enclosure and visual interest for pedestrians. Limiting building setbacks also supports the economic viability of retail and commercial uses by enhancing direct pedestrian access and visibility to passing customers.
2. Where Required. Figure 20.25D.040.B identifies locations where the ground-floor facades must be generally built to the back of sidewalk.
3. Applicable Standards for Ground-Floor Facades.
 - a. Ground-floor facades must be generally built to the back of sidewalk. A maximum structure setback of 15 feet may be allowed.
 - b. A maximum of 25 percent of the building façade on an individual block may be setback more than 15 feet to accommodate public or private plazas, parks, or other publicly accessible spaces; however, within the Arts District Intensive Area, this limitation may be increased to more than 25 percent and up to 100 percent of the building facade where a linear event plaza is provided.
 - c. Windows and walls may be recessed up to 18 inches if columns, pilasters, walls or other architectural fenestration tie them together with the rest of the building frontage.
 - d. Surface parking is not permitted between the sidewalk and the building wall.

Figure 20.25D.040.B – Ground Floor Facades

Commented [A50]: Existing map to be updated in the next draft. The general locations of ground-floor facades where a maximum building setback applies are the same areas where sidewalk-oriented development was previously required. The street grid shown is out of date and will be updated in the next draft.

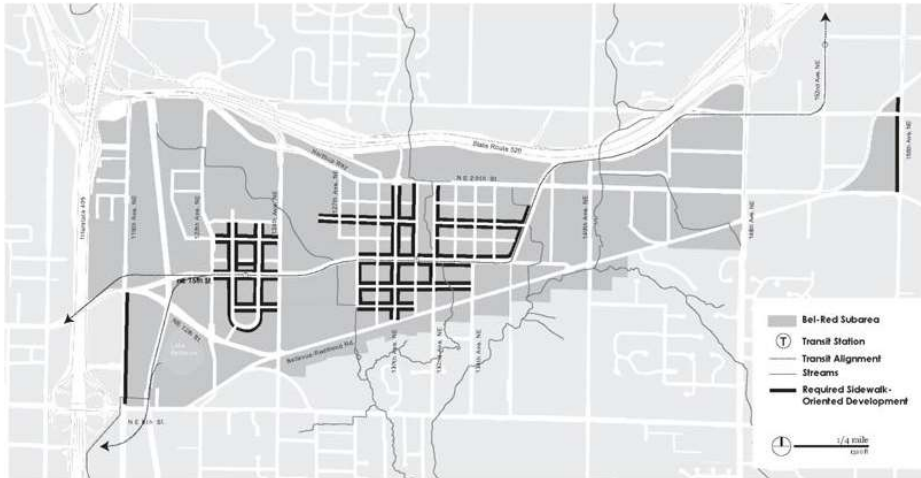


Figure 20.25D.130.C Required Sidewalk-Oriented Development

C. Required Transition Edge Development.

1. Intent. Transition edge development requires elements incorporated into the site and building design that soften the impact of South of Bel-Red Road, a neighborhood district which allows more intensive development, where it is adjacent to a residential land use district.
2. Where Required. Applies to any building in the South of Bel-Red Road Neighborhood District on property that directly abuts a residential land use district unless there are no non-residential uses within 150 feet of the abutting property line.
3. Applicable Standards for Site Design.
 - a. Surface parking lots shall be screened from street-level views and from ground-level views of an abutting residential district per LUC 20.25D.110.B. Surface parking lots shall be located away from adjacent residential properties, unless no other location is available.
 - b. All refuse and recycling containers shall be contained within structures enclosed on all four sides and utilize lids made of molded plastic or other sound-buffering material. The containers shall be located on a side of the building facing away

Commented [A51]: Incorporating language from latest HOMA draft to exempt 100% residential development in South of Bel-Red Road from transition requirements.

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from the abutting residential properties, but not between the street and the subject building.

4. Applicable Standards for Building Design.

- a. The maximum building height of 60 feet above average existing grade may be reached only when incorporating pitched or stepped roof forms.

20.25D.050 Amenity Incentive System

A. General

Except as provided in this section, LUC 20.25B.050 applies to development in the BelRed Overlay.

The bonus point values have been calibrated by neighborhood to provide higher incentives for amenities that contribute to neighborhood character objectives.

B. Specific Amenity Incentive System Requirements.

1. Participation in the Amenity Incentive System shall comply with LUC 20.25D.050.B.4 Amenity Incentive System and applicability shall follow Neighborhood District and Arts District Intensive Area boundaries as shown in Figure 20.25D.015.A.
2. Arts District Intensive Area Amenities Allocation. The Arts District Intensive Area has a focus on providing abundant space for production, performance, participation and promotion of arts and cultural spaces. In addition to the requirements of LUC 20.25D.050.B.4, Development in the Arts District Intensive Area is subject to the following additional requirements:
 - a. It is required that 75 percent or more of a project's bonus points shall be earned from at least two of the following amenities:
 - i. Affordable Housing;
 - ii. Affordable Commercial;
 - iii. Outdoor Plaza;
 - iv. Public Art; or
 - v. Nonprofit Space.

Commented [A52]: To be reviewed at future study session

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- b. The remaining 25% of a project's bonus points may be earned from any other amenity on the amenity list.
- c. Exceptions:
 - i. Sites daylighting a stream, dedicating parks, or dedicating trails identified in the BelRed Subarea Plan (Figure S-BR-1) may utilize any combination of amenities from the standard list to earn bonus points.

3. In-Lieu Fees. *To be reviewed at future study session.*

4. Amenity Incentive System.

- a. Design Criteria. The following amenities are eligible to earn bonus points as provided in this subsection, subject to the criteria below.
 - i. Affordable Housing
 - (1) Shall meet all applicable requirements of Chapter 20.15.
 - (2) While all affordable housing is exempt for the purpose of calculating FAR, affordable housing bonus points may be earned only for affordable housing provided in excess of the amount required by LUC 20.15.110.
 - (3) Affordable housing created exclusively by operation of Chapter 4.52.090 BCC is ineligible to earn bonus points.
 - (4) To earn bonus points, affordable housing may be located on site, off site, or through a combination of on-site and off-site performance.
 - (5) To earn bonus FAR, affordable housing located off site must be located within the city limits and within a Tier 1 location as described in LUC 20.15.140.B.1.
 - ii. Affordable Commercial. Commercial space that is leased to a qualified business at a total rate that is less than or equal to one-half times the operating expenses of that qualified business, as determined by the Director.
 - (1) Shall be located on the ground floor.

Commented [A53]: To be reviewed at future study session. "Baseline" and "Above Baseline" to be replaced with proposed point values. Complex table format proposed to be replaced for better accessibility.

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- (2) Shall comply with any other requirements for qualifying commercial spaces that the Director adopts by rule.
- iii. Park Dedication. Dedication of land for park purposes that is provided by the owner consistent with the BelRed Parks and Open Space Plan generalized locations and size requirements as depicted in the BelRed Subarea Plan (Figure S-BR-1).
 - (1) Park dedications shall be consistent with the BelRed Parks and Open Space Plan identified locations and sizes.
 - (2) Park dedications do not need to be contiguous with the site on which development is proposed.
 - (3) Park dedications shall include FAR associated with the dedicated area.
 - (4) The dedication shall be provided in a form satisfactory to the City.
- iv. Trail Dedications and Easements. Dedications and easements of land for public access trail purposes that are provided by the developer consistent with the BelRed Subarea Parks and Open Space Plan paved multi-purpose or soft surface locations and size requirements (Figure S-BR-1).
 - (1) Trails are dedicated or provided through an easement for public use at the discretion of and in a form approved by the City.
 - (2) Trail dedications and easements shall be consistent with the BelRed Parks and Open Space Plan paved multi-purpose or soft surface locations and sizes.
 - (3) Trail dedications and easements do not need to be contiguous with the site for which development is proposed.
 - (4) Trail dedications shall include FAR associated with the dedicated area.
 - (5) Trail easements shall allow City access for trail construction and maintenance.

- v. Stream Restoration. Stream restoration bonus to be applied for improvements above and beyond City's Critical Areas provisions, Part 20.25H LUC. Projects must be in the BelRed Subarea Plan, and may include removal of fish passage barriers, daylighting piped stream segments, restoration of natural streamside vegetation, and enhanced fish and wildlife habitat.
 - (1) A restoration plan shall be prepared by a qualified professional and approved by the City.
 - (2) Must be coordinated with public trail system to the greatest extent possible.
 - (3) Improvements and plans to support those improvements shall be in addition to those required by Part 20.25H LUC, Critical Areas Overlay District.
 - (4) Minimum 10,000 sq. ft.
 - (5) May occur on site or off site.
 - (6) Owner shall provide easement allowing City access for maintenance, monitoring, and trail construction.
- vi. Regional Transfer of Development Rights (TDR). Transfer of development rights to designated BelRed areas that achieve conservation of rural resource lands outside the Countywide Urban Growth Boundary.
 - (1) TDR credits defined in accordance with the King County TDR Program as approved or subsequently amended by the City pursuant to the Bellevue-King County TDR Interlocal Agreement.
 - (2) TDR credits for use in the BelRed Subarea are limited to XX.
- vii. Public Art. Any form of permanent artwork that is outdoors and publicly accessible or visible from a public place. The purpose is to create a memorable civic experience and affinity between artist and community.

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- (1) Shall be located outside in areas open to the general public or visible from the adjacent public right-of-way, perimeter sidewalk, or pedestrian way.
- (2) May be an artist-made object or artist-made integrated feature of the building's exterior or other visible infrastructure such as paving, hand railings, walls, seating, or other elements visible to the public or in publicly accessible areas.
- (3) Public art can include murals, sculptures, art elements integrated with infrastructure, and special artist-designed lighting.
- (4) Standalone or landmark artworks shall be at a scale that allows them to be visible at a distance.
- (5) Value of art to be determined through appraisal accepted by Bellevue Arts Program.
- (6) Maintenance of the art is the obligation of the owner of that portion of the site where the public art is located for the life of the project.

viii. Outdoor Plaza. May be eligible when provided as Standard Outdoor Plaza or Linear Event Plaza.

- (1) Standard Outdoor Plaza. A publicly accessible, continuous open space, predominantly open from above, and designed to relate to the surrounding urban context. Outdoor plazas prioritize pedestrian use and serve as opportunities to activate BelRed for residents and users.
 - (a) The plaza shall be clearly visible and accessible from the public right-of-way.
 - (b) At least 10 percent of the surface area of the plaza shall be landscaped.
 - (c) Plazas shall be at least 3,000 square feet in size and shall include at least 4 of the following features:

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- (i) Fixed seating such as benches, with at least 1 linear foot of seating area per 30 square feet of hard surface within the open space.
 - (ii) Multifamily play areas designed and constructed in accordance with LUC 20.20.540.
 - (iii) Performance spaces (Mandatory within the Arts Intensive Area).
 - (iv) Tables and movable seating, with at least 1 table per 75 square feet of hard surface and at least 2 seats per table.
 - (v) Vendor spaces, such as kiosks or spaces for food trucks.
 - (vi) Water features.
 - (vii) Weather protection and shade structures
 - (viii) Other elements that enhance the public realm as approved by the Director.
- (d) At least 50 percent of the plaza shall remain open to the sky. The Director may approve increased building coverage above a plaza when such coverage provides enhanced vertical clearance that preserves the sense of openness and ensures the space remains visually and physically inviting to the public. The intent of this provision is to allow architectural features, such as canopies or overhead structures, that contribute to the plaza's functionality and comfort without compromising its open character.
- (e) The plaza shall be signed as "Public Access" and open to the public from 7:00 a.m. to 9:00 p.m. daily or during business hours, whichever is longer. The sign for the plaza shall be visible from the public right-of-way.
- (f) Any use or feature for the exclusive use of the building users or tenants shall not be counted for the purpose of calculating bonus.
- (2) Linear Event Plaza. A publicly accessible, continuous open space, predominantly open from above, and designed to relate the surrounding

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urban context. Linear event plazas provide additional space for events, markets and other activations along streets and access corridors.

- (a) The plaza shall be located within the BelRed Arts District Intensive Area.
- (b) The plaza shall abut a Green Street or Active Transportation Access Corridor.
- (c) The minimum width of the plaza shall be 20 feet, measured from the edge of the Green Street or Active Transportation Access Corridor it abuts. The plaza shall be designed to accommodate programming for market vending and associated pedestrian circulation.
- (d) The minimum length of the plaza shall be 75 feet, extending continuously along the edge of a Green Street or Active Transportation Access Corridor. Building entrances located within the linear plaza shall not count toward the minimum width.
- (e) Driveways shall not interrupt the plaza.
- (f) Building cantilevers may project over the width of the plaza provided that a minimum clear height of 16 feet is maintained beneath the projection.
- (g) The plaza shall be at the same grade as the adjacent access corridor or street.
- (h) Electrical outlets shall be installed and available for event organizers and vendors.
- (i) Paving should differentiate the plaza from other sidewalks.

viv. Green Building. Building square footage meeting green building certification standards, as provided under LUC 20.20.420.

- (1) Green building certification as provided under LUC 20.20.420 may receive bonus FAR as follows:

- (a) Tier 1: *Placeholder*
 - (b) Tier 2: *Placeholder*
 - (2) The Director shall determine which tier of green building certification programs established under LUC 20.20.420 may qualify for each tier of FAR bonus established above.
- x. Natural Drainage Practices. Low impact development techniques that improve natural drainage practices such as rain gardens, pervious pavement, vegetated roof, and amended soils.
 - (1) Shall meet criteria of the Bellevue Utilities Department Engineering Standards Chapter D9, now or as hereafter amended.
 - (2) Underlying soil condition and infiltration rate must be appropriate for the practice.
 - (3) Requirement for large storm events as determined by Bellevue Utilities Department shall be met.
 - (4) Maintenance of the natural drainage practice is the obligation of the property owner for the life of the project.
- b. Bonus Points by Neighborhood Districts. Amenities meeting the design criteria provided in this subsection are eligible to earn bonus points based on the neighborhood district in which they are located, as provided below.
 - i. 116th Ave NE Corridor
 - (1) Affordable Housing: Baseline
 - (2) Affordable Commercial: Baseline
 - (3) Park Dedication: Baseline
 - (4) Trail Dedications and Easements: Baseline
 - (5) Stream Restoration: Baseline

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Attachment C

(6) Regional TDR: Above Baseline

(7) Public Art: Above Baseline

(8) Outdoor Plaza: Above Baseline

(9) Green Building: Above Baseline

(10) Natural Drainage Practices: Baseline

ii. BelRed Station

(1) Affordable Housing: Above Baseline

(2) Affordable Commercial: Above Baseline

(3) Park Dedication: Baseline

(4) Trail Dedications and Easements: Baseline

(5) Stream Restoration: Baseline

(6) Regional TDR: Above Baseline

(7) Public Art: Above Baseline

(8) Outdoor Plaza: Above Baseline

(9) Green Building: Baseline

(10) Natural Drainage Practices: Baseline

iii. Overlake Village Station

(1) Affordable Housing: Above Baseline

(2) Affordable Commercial: Baseline

(3) Park Dedication: Baseline

(4) Trail Dedications and Easements: Baseline

(5) Stream Restoration: Baseline

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(6) Regional TDR: Baseline

(7) Public Art: Above Baseline

(8) Outdoor Plaza: Baseline

(9) Green Building: Baseline

(10) Natural Drainage Practices: Baseline

iv. South of Bel-Red Road

(1) Affordable Housing: Baseline

(2) Affordable Commercial: Baseline

(3) Park Dedication: Baseline

(4) Trail Dedications and Easements: Baseline

(5) Stream Restoration: Baseline

(6) Regional TDR: Baseline

(7) Public Art: Baseline

(8) Outdoor Plaza: Baseline

(9) Green Building: Above Baseline

(10) Natural Drainage Practices: Above Baseline

v. Spring District Station

(1) Affordable Housing: Above Baseline

(2) Affordable Commercial: Baseline

(3) Park Dedication: Baseline

(4) Trail Dedications and Easements: Baseline

(5) Stream Restoration: Baseline

- (6) Regional TDR: Above Baseline
- (7) Public Art: Baseline
- (8) Outdoor Plaza: Above Baseline
- (9) Green Building: Above Baseline
- (10) Natural Drainage Practices: Baseline

vi. Two Creeks

- (1) Affordable Housing: Baseline
- (2) Affordable Commercial: Above Baseline
- (3) Park Dedication: Baseline
- (4) Trail Dedications and Easements: Baseline
- (5) Stream Restoration: Baseline
- (6) Regional TDR: Baseline
- (7) Public Art: Baseline
- (8) Outdoor Plaza: Baseline
- (9) Green Building: Baseline
- (10) Natural Drainage Practices: Baseline

C. Floor Area Ratio Earned from Special Dedications and Transfers.

1. General. Land that is dedicated to the City of Bellevue for right-of-way or to accommodate the linear alignment of an RLRT system, parks, or open space, without compensation to the owner, may be used for the purpose of computing maximum FAR notwithstanding the definition of floor area ratio in LUC 20.50.020; provided, that the requirements of subsection D.2 or D.3 of this section are met. The Director shall calculate the amount of square footage earned for transfer. Any dedication for which a transfer is earned under this subsection D is not eligible to earn additional bonus under Chart 20.25D.050.C.

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2. Right-of-Way and Linear Alignment of an RLRT System Special Dedications. The special dedication provisions of LUC 20.30V.170.B do not apply in the BelRed Overlay.
 - a. Eligible Right-of-Way Identified in an Adopted Plan or Document. A property owner may make special dedication by conveying land identified for right-of-way or linear alignment of an RLRT system acquisition in a Transportation Facilities Plan of the Comprehensive Plan, the Transportation Facilities Plan adopted by the City Council, the Capital Investment Program Plan or the street development standards of LUC 20.25D.140 by an instrument approved by the City Attorney.
 - b. Eligible Right-of-Way Not Otherwise Identified. A property owner may make a special dedication by conveying land identified by the Director of Transportation as necessary for safety or operational improvement projects by an instrument approved by the City Attorney.
 - c. Floor Area Earned. The floor area available to transfer shall be equal to that permitted through the base and maximum FAR limits that apply to the square footage of the area to be dedicated in conformance with this subsection D.2 and shall be included in the project limit for the purpose of computing maximum FAR. The transfer FAR shall be calculated based on applicable land use district regulations for the dedication area and may include FAR earned through the amenity incentive system if permitted by the land use district.
3. Parks and Open Space Transfers.
 - a. Eligible Park or Open Space identified within the BelRed Subarea Plan. A property owner may earn floor area for transfer to a different site by conveying land identified for park or open space in the BelRed Subarea Plan by an instrument approved by the City Attorney.
 - b. Floor Area Earned. The floor area available to transfer shall be equal to that permitted through the base and maximum FAR limits that apply to the square footage of the area to be dedicated in conformance with this subsection D.3 and shall be added to the allowed floor area of the project for the purpose of computing maximum FAR. The transfer FAR shall be calculated based on applicable land use district regulations for the dedication area and may include FAR earned through the amenity incentive system if permitted by the land use district.

Dedication Area in Square Feet	x	Base FAR applicable to dedication area + FAR earned through amenity incentive system, not to exceed maximum FAR applicable to dedication area	=	Total Transferable Floor Area

c. Use of Transferable Floor Area.

- i. Limitation on Location. Transferable floor area shall only be used in the BelRed overlay, in any land use district other than BR-GC or MUR-L.
- ii. Limitation on Transfer. Transferable floor area shall not be used to achieve an effective site FAR of greater than 0.5 above the maximum FAR permitted for the land use district.

Hypothetical example: A 0.5-acre site is dedicated to the City for park space. The zoning district has a base FAR of 1.0 and a maximum FAR of 2.0. Therefore, up to 21,780 square feet (0.5 acres, or 21,780 square feet, multiplied by 1.0 FAR) of floor area could be transferred to a development site in BelRed at the base FAR, or up to 43,560 square feet could be transferred if additional FAR is earned through participation in the amenity incentive system.

If the receiving site is 10 acres with a maximum FAR of 4.0, its allowed floor area, with participation in the amenity incentive system, would be 1,742,400 square feet (10 acres multiplied by 43,560 square feet multiplied by 4.0 FAR). By transferring additional floor area from the above sending site, the maximum floor area could be 1,785,960 square feet (1,742,400 plus 43,560 square feet). The transferred area could not exceed an additional 0.5 FAR for the receiving site, or 217,800 square feet.

4. Notwithstanding any provision of this Code, no transfer of floor area occurs when all property is included in one project limit.

20.25D.060 Design Standards

Each development within a BelRed land use district must comply with the provisions of the BelRed Subarea design standards contained in this section. The provisions of the design standards will be applied pursuant to the review requirements of LUC 20.25D.030.

A. Introduction.

Commented [A54]: To be reviewed at future study session.

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The BelRed Subarea design standards support and complement the community vision described in the BelRed Subarea Plan that is part of the City's adopted Comprehensive Plan. Design standards are requirements for project approval. Guidelines are a descriptive template for promoting and improving the urban character of the area without dictating or prescribing a specific style or theme, but are not required for approval.

Each individual standard or guideline provides one or more of the following details:

- Intent: An initial statement describing the objective of the standard or guideline.
- Guideline: Text describing, but not requiring, optional development provisions that support the intent of the standard.
- Standard: Text describing the requirements for development consistent with the intent of the standard.

B. Site Standards.

Purpose. These standards address the qualities that make the BelRed subarea unique. They consider what makes an area a special, distinct "place," not simply a group of individual buildings and streets.

1. The Natural Environment.

- a. Intent. Site and building design should capitalize on significant elements of the natural environment, Highland Community Park and planned park and open space, riparian corridors and wetlands. Designs should incorporate open space amenities for residents, employees and visitors. Depending on the location, this may be accomplished through integration of the natural environment with new development or providing a smooth transition between the natural and built environments.
- b. Standards.
 - i. Orient active and passive gathering places and walkways toward parks and open, natural spaces;
 - ii. Provide clear and direct public access to open space amenities; and
 - iii. Buildings shall not turn their back on open space amenities.

2. Architectural Compatibility.

- a. Intent. New buildings should contribute to the quality and identity of their architectural context.
- b. Standards.

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- i. Scale architectural elements to be proportionate to the size of the building;
and
- ii. Forms, proportions, materials, colors, and architectural design shall
complement adjacent buildings.

3. Gateways.

- a. Intent. Entrances into and within the BelRed Subarea should be celebrated at many levels. Pedestrians, cyclists, transit passengers, and motorists should experience a sense of “entering” or moving into the area as well as entry into unique neighborhood districts and the Arts District Intensive Area.
- b. Standards.
 - i. Use signage, landscaping, lighting, sculpture, markers, or inlaid art treatment in sidewalk paving, or artistic elements to identify a gateway.

4. Public and Private Art.

- a. Intent. Large-scale art in both public and private applications should bring focus to an outdoor space while small-scale pieces should bring detail to the pedestrian realm surrounding a building or site.
- b. Standards.
 - i. Proposed artwork shall be designed for and integrated into the building or site;
and
 - ii. Proposed artwork shall use durable materials that are vandal-resistant and designed to age well.

C. Pedestrian Emphasis Standards.

Purpose. The pedestrian emphasis standards promote an environment where pedestrians are a priority. The highest consideration should be given to the ease and comfort of pedestrian movement and gathering places.

1. The Pedestrian Environment.

- a. Intent. The most important part of a building to a pedestrian is its ground floor, the lowest 15 feet of the facade, which a person experiences walking past or entering the building. This “pedestrian experience zone” should provide a sense of enclosure, and a continuous and comfortable street edge for the pedestrian.

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Ground-floor building transparency should foster interaction between the public and private realms.

b. Standards.

- i. Windows shall be transparent at the street level;
- ii. Walls shall utilize a variety of forms, colors, and compatible cladding materials;
- iii. Facades shall include bays, columns, pilasters, or other articulation at the street level;
- iv. Lighting at the ground level shall be human scale;
- v. Walls that face the pedestrian right-of-way shall not be blank, flat, or nondescript; and
- vi. The entire block face shall not be treated uniformly.

2. The Pedestrian System.

- a. Intent. Pedestrian routes should be attractive, easy to use and encourage walking and activity. Sidewalks should be continuous, avoiding interruptions such as vehicle curb cuts or changes in direction or grade. The portion of the sidewalk dedicated to walking should be free of barriers such as utility poles, newspaper boxes, cafe tables and chairs, permanent planters, tree grates or other obstructions and clutter.
- b. Standards.
 - i. Separate pedestrian pathways from visual and other nuisances (e.g., trash dumpsters, loading docks, mechanical equipment, etc.);
 - ii. Maintain pedestrian access where rights-of-way have traditionally been located;
 - iii. Provide parking lot walkways;
 - iv. Provide mid-block pedestrian connections;
 - v. Pave walkways and plazas with durable and slip-resistant materials; and
 - vi. Pedestrian routes shall not be discontinuous or interrupted.

3. Pedestrians and the Elements.

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- a. Intent. Awnings and canopies are encouraged along the ground floor of buildings to protect pedestrians from rain and snow and provide shade in summer. The design of awnings and canopies should be an integral component of the building façade. Awnings should be in proportion to the building and sidewalk, and not so large as to impact street trees, light fixtures or other street furniture.
- b. Standards.
 - i. Weather protection shall be provided following the pattern of storefronts; and
 - ii. Provided weather protection shall utilize one or more of the awning or canopy types:
 - (1) Fabric awnings;
 - (2) Horizontal metal canopies, especially if transom or clerestory windows are above storefront glazing; or
 - (3) Glazed canopies.
- 4. Outdoor Spaces.
 - a. Intent. Provide comfortable and inviting outdoor spaces for a variety of activities during all hours and seasons.
 - b. Standards.
 - i. Provide courtyards, squares, or plazas adjacent to active ground-floor uses;
 - ii. Provide landscape design elements to define walkways and create transitions from the park to the street;
 - iii. Provide structures, pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours;
 - iv. Outdoor spaces shall not be separated from the street by visual or physical barriers;
 - v. Outdoor spaces shall not be comprised of areas of the site that remain after establishing the location of the structure(s) and other site elements; and
 - vi. Courtyards, squares, and plazas placed adjacent to parking lots and other inhospitable areas without appropriate landscaping are not permitted.
- 5. Places for Stopping and Viewing.

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- a. Intent. People-watching, socializing, and eating are restful and pleasurable activities for the pedestrian; providing special places where they can do these activities increases the pedestrian's sense of enjoyment. Seating and resting places can add vitality to the urban environment. People will use available seating in open, well-designed areas, not in secluded or awkward spots.
- b. Standards.
 - i. Provide formal (benches) and informal (e.g., wide steps, edges of landscaped planters and low walls) seating areas;
 - ii. Seating areas shall be located primarily near active retail establishments (especially outside eating and drinking establishments and near food vendors), and clearly visible from public spaces;
 - iii. Provide seating adjacent to pedestrian walkways; and
 - iv. Seating areas shall not be located adjacent to loading, service bays, or storage areas.

D. Architectural Standards.

Purpose. The architecture standards promote high quality development while reinforcing the area's sense of place and Northwest provenance by promoting innovative design, construction techniques and materials that reflect the industrial roots of the area while emphasizing the emerging urban character of BelRed.

1. High Quality Materials.

- a. Intent. Quality wall materials such as glass, aluminum, steel, brick, finished concrete, stone, terra cotta, cement stucco, and wood can provide a sense of permanence and bring life and warmth to a neighborhood. Wall and building materials must enhance the street environment while maintaining compatibility with adjoining buildings. Articulation of wall materials should be bold, with materials that show depth, quality, and durability. It should be apparent that the materials have substance and mass, and are not artificial, thin "stage sets" applied only to the building's surface.

2. Building Massing.

- a. Intent. The length and breadth of a building should be friendly in scale and inviting to the pedestrian. Portions of a large building mass should be broken into smaller, appropriately scaled modules, with changes in plane indicated by bold projections and indentations. This allows an overly large building to appear as

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smaller, side-by-side buildings. Vertical and horizontal elements should be used to create a human scale and form a coherent pattern providing visual interest to the pedestrian.

b. Standards.

- i. Break down long expanses of building frontage both horizontally and vertically.
- ii. A vertically articulated tripartite façade division – base, middle and top for buildings over three stories; and
- iii. Vertical articulation of windows, columns, and bays.

3. Rooftops.

- a. Intent. Integrate rooftop elements into the building design. Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design. LUC 20.20.525 provides requirements for rooftop mechanical equipment.
- b. Standards.
 - i. Rooftop penthouses occupied by residential or office spaces, terraces and gardens, open spaces, and other features, where allowed, shall be integrated into the overall building design.

4. Residential Entries.

- a. Intent. Residential entries should be substantial enough to suggest privacy yet welcoming to those who approach and enter. The overall character of the entry treatments will vary depending on street type. Entries on streets where sidewalk-oriented development is required will have a higher degree of transparency, orientation towards the street, and design detail than other portions of the subarea.
- b. Standards.
 - i. Door hardware shall be made with durable materials;
 - ii. Entries shall include weather protection;
 - iii. Where possible, individual entries shall be provided for units facing the street or other pedestrian areas;

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iv. Lobby entries to multifamily buildings shall provide double or multiple doors;
and

v. Residential building entries shall not be accessed directly from parking lots.

5. Retail and Commercial Entries.

a. Intent. Design retail and commercial entries to create an open atmosphere that draws customers inside. Primary entries to retail and commercial establishments should be transparent, allowing passersby to see the activity within the building and bring life and vitality to the street. Architectural detail should be used to help emphasize the building entry.

b. Standards.

i. Building lighting shall emphasize entrances; and

ii. Use weather protection, architectural details, and colors, to emphasize the building entry.

6. Ground Floor Retail and Commercial Windows.

a. Intent. Use transparency to enhance visual interest and to draw people into retail and commercial uses, and provide views inside and outside.

b. Standards.

i. Use clear window glazing; and

ii. Incorporate window types appropriate for the proposed use such as operable windows, transom windows, or other varied glazing combinations.

E. Lighting Standards.

Purpose. The lighting of buildings and open spaces should provide security, and contribute to the identity and vitality of the area.

1. Lighting for Sidewalks and Public Spaces.

a. Intent. Pedestrian-scaled lighting should be used to highlight sidewalks, street trees and other features, and harmonize with other visual elements in the subarea.

b. Standards.

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- i. Lighting poles shall be dark in color, providing lighting to pedestrians and vehicles, and be able to accommodate banners and other decorative features;
 - ii. Provide lighting for landscaped areas and trees where permitted;
 - iii. Integrate lighting fixtures into the design of buildings or landscape walls and stairways;
 - iv. Install foot lighting that illuminates walkways and stairs;
 - v. Use energy-efficient lighting, such as LED;
 - vi. Direct bollard lighting downward toward walking surfaces;
 - vii. Provide festive lighting along signature streets on buildings and trees; and
 - viii. Flashing lights, exposed wires, or other devices that may provide safety hazards are not permitted.
2. Building Lighting.
- a. Intent. Architectural lighting that enhances and helps articulate building design, including illumination of cornices and entries, uplighting and other effects.
 - b. Standards.
 - i. Integrate accent lighting into the building design;
 - ii. Provide shielded fixtures on buildings or integrated with landscaping;
 - iii. Lighting shall provide natural color;
 - iv. Exterior lighting design shall minimize glare into residential units;
 - v. Exposed light source and flashing lighting are not permitted; And
 - vi. Provide dimmable exterior lighting.

Part 20.25H Critical Areas Overlay District

20.25H.065 Nonconforming uses, structures, and sites – Critical Areas, Critical Area Buffers, and Critical Area Structure Setbacks

...

B. Nonconforming Uses.

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Nonconforming uses shall be regulated by LUC 20.20.561, ~~LUC 20.25D.060~~, or LUC 20.25E.040, whichever is applicable to the nonconforming use by normal operation of this title.

C. Nonconforming Structures.

1. Nonconforming structures shall be regulated by LUC 20.20.561, ~~LUC 20.25D.060~~, or LUC 20.25E.040, whichever is applicable to the nonconforming structure by normal operation of this title.

...

D. Nonconforming Sites.

Nonconforming sites shall be regulated by LUC 20.20.561, ~~LUC 20.25D.060~~, or LUC 20.25E.040, whichever is applicable to the nonconforming site by normal operation of this title.

20.50 Definitions

20.50.010 A definitions.

...

Access Corridor. Any of the following: Active Transportation Access Corridor, Eastrail Corridor, Enhanced Flexible Access Corridor, Flexible Access Corridor, Grand Connection, Shared-Use Path, and Public Right-of-Way.

...

Amenity Zone. The portion of an access corridor between the curb and sidewalk. This zone includes street trees and landscaping, complemented by pedestrian-supportive amenities. Additional amenities appropriate for the amenity zone include street furnishings, lighting, public art, bicycle racks, and garbage cans.

...

20.50.012 B definitions.

...

BelRed Overlay. ~~Shall have the same meaning as provided in LUC 20.25D.015. The area of the city located generally from Interstate 405 to Bellevue's border with Redmond at 148th Ave NE (including a small triangle west of 156th Ave NE) and between State Route 520 and~~

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~~Bellevue-Redmond Road, which area is more specifically described in the BelRed legislative rezone~~

20.50.034 M definitions

...

Mass Timber Construction. A method of building that primarily utilizes ~~engineered wood products, including, but not limited to, cross-laminated timber (CLT), glued-laminated timber (glulam), nail-laminated timber (NLT), dowel-laminated timber (DLT), and laminated veneer lumber (LVL)~~ mass timber products, as defined in RCW 19.27.570, as the main structural elements. These products are designed to provide enhanced strength, stability, and fire resistance compared to traditional timber. Mass timber construction is characterized by the use of these prefabricated wood components in walls, floors, and roofs, offering an efficient, sustainable alternative to conventional steel and concrete construction.

...

20.50.054 W definitions.

...

Wilburton Overlay. Shall have the same meaning as provided in LUC 20.25C.015.

...

Proposed BelRed Land Use Districts

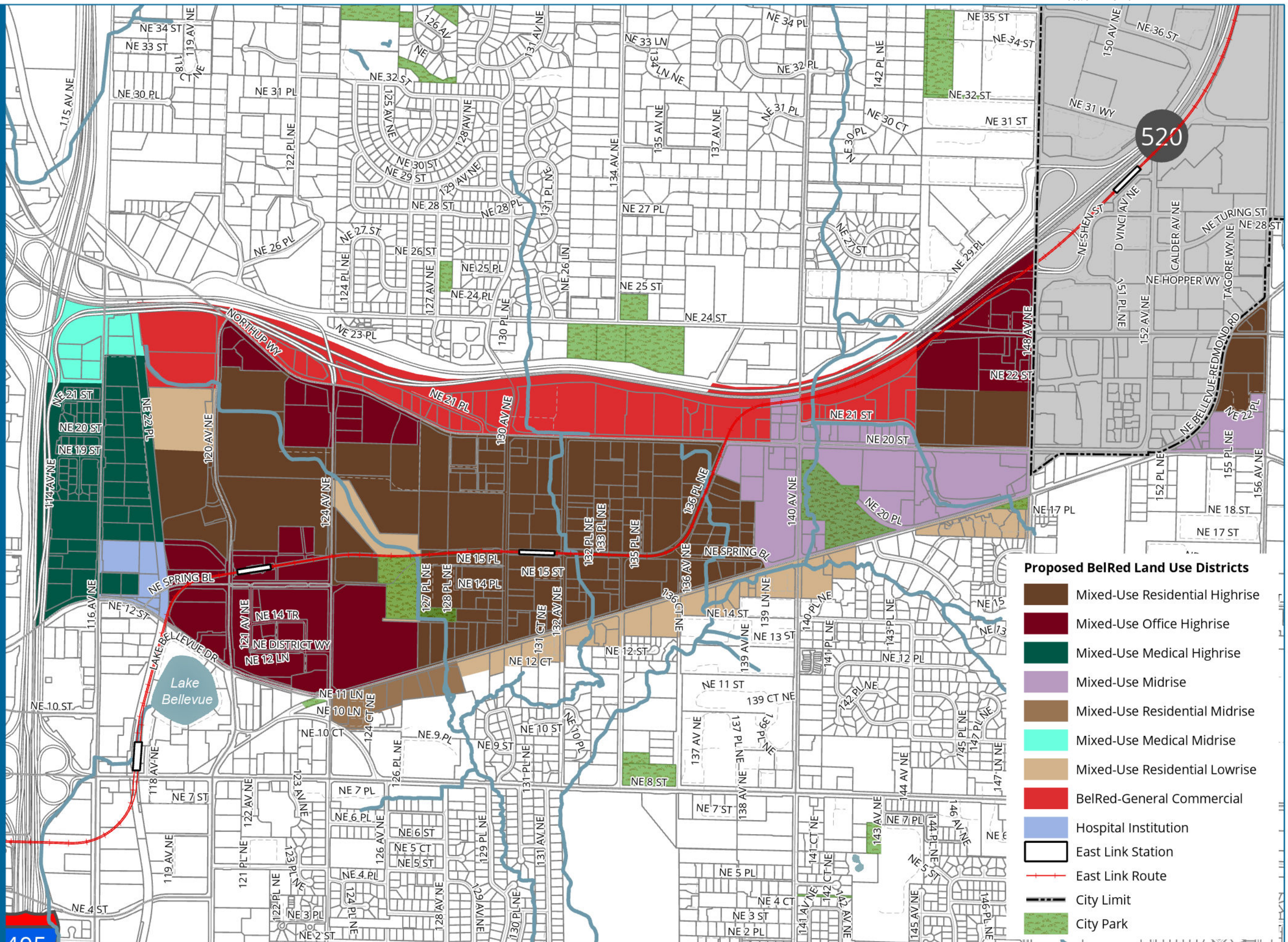


A horizontal number line with a blue background. It starts at 0 on the left and ends at 925 on the right. Below the line, a white bracket spans the entire distance from 0 to 925, with the word "Feet" centered underneath it.

정보 सूचना 情報 資料
425-452-6800
 సమాచారం Thông Tin
 Información معلومات
 اطلاعات Информация

Disclaimer: The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: NAD 1983 (2011)
StatePlane Washington North FIPS
4601 Ft US



Attachment E – Citywide Nonconforming Uses, Structures, and Sites

This attachment includes the full text of LUC 20.20.561, adopted March 17 within Ordinance 6906. This attachment does not reflect any amendments proposed with the BelRed Look Forward LUCA.

20.20.561 Nonconforming uses, structures, and sites

A. Applicability.

1. General Applicability. Except as provided below, this section applies to nonconforming uses, nonconforming structures, and nonconforming sites located within any Land Use District established under LUC 20.10.020.
2. Exceptions.
 - a. Critical Areas Overlay District. If there is a conflict between the requirements of this section and the requirements contained in Part 20.25H LUC, then the requirements of Part 20.25H LUC shall control. If there is no such conflict, then the requirements of this section apply within the Critical Area Overlay District established under Part 20.25H LUC.
 - b. Shoreline Overlay District. The provisions of this section do not apply to uses, structures, or sites nonconforming to the requirements of Part 20.25E LUC. Refer to LUC 20.25E.040 and 20.25E.065.I for the requirements for such nonconforming uses, structures, and sites.
 - c. Existing Athletic Club and Accessory Hotel Uses in East Main Transit Oriented Development Land Use Districts. The provisions of this section shall not apply to existing athletic club and accessory hotel uses, as defined in LUC 20.25Q.040, located within any East Main Transit Oriented Development Land Use District.
 - d. Redevelopment of Existing Buildings. The requirements of this section shall apply to the redevelopment of existing buildings under LUC 20.20.727 only as provided in LUC 20.20.727.
 - e. Medical Institution District. The requirements of this section shall apply as normal in the MI land use district except as otherwise provided in LUC 20.25J.030 or LUC 20.25J.060.
 - f. BelRed Land Use Districts. The provisions of this section do not apply to uses, structures, or sites located within a BelRed Land Use District established under LUC 20.10.020 and described in LUC 20.10.375. Refer to LUC 20.25D.060 for the requirements for such nonconforming uses, structures, and sites.

- g. Sign Code. The provisions of this section do not apply to signs governed by Chapter 22.10 BCC.

B. Documentation. The applicant shall submit documentation which shows that the nonconforming use, nonconforming structure, or nonconforming site was permitted when established and has been maintained over time. The Director shall determine based on subsections B.1 and B.2 of this section whether the documentation is adequate to support a determination that the use, structure, or site constitute a nonconforming use, nonconforming structure, or nonconforming site under the terms of this section. The Director may waive the requirement for documentation when a nonconforming use, nonconforming structure, or nonconforming site has previously been clearly established.

1. Use, Structure, or Site Permitted when Established. Documentation that the use, structure, or site was permitted when established includes, but is not limited to, the following:
 - a. Building, land use, or other development permits; and
 - b. Land Use Codes or Land Use District Maps.
2. Use, Structure, or Site Maintained Over Time. Documentation that the use, structure, or site was maintained over time, and not discontinued or destroyed as described in this section. Documentation may include, but is not limited to, the following:
 - a. Utility bills;
 - b. Income tax records;
 - c. Business licenses;
 - d. Listings in telephone or business directories;
 - e. Advertisements in dated publications;
 - f. Building, land use or other development permits;
 - g. Insurance policies;
 - h. Leases; and

- i. Dated aerial photos.

C. Regulations Applicable to All Nonconforming Uses, Nonconforming Structures, and Nonconforming Sites.

1. Ownership. The status of a nonconforming use, nonconforming structure, or nonconforming site is not affected by changes in ownership.
2. Maintenance and Repair. Routine maintenance and routine repair associated with a nonconforming use, nonconforming structure, or nonconforming site is allowed.
 - a. "Routine maintenance" includes those usual acts to prevent decline, lapse, or cessation from a lawfully established condition. Routine maintenance includes, but is not limited to, alterations necessary to keep moisture or wind from entering or damaging a building. Routine maintenance does not increase the gross floor area of any building or increase the conditions that render the use, structure, or site nonconforming. Routine maintenance must conform to applicable development regulations.
 - b. "Routine repair" includes like-for-like restoration to a state comparable to its original condition within a reasonable period after decay has occurred. Routine repair includes, but is not limited to, the like-for-like replacement of windows, doors, roofing, or exterior cladding that have decayed and are near the end of their functional life. Routine repair does not increase the gross floor area of any building or increase the conditions that render the use, structure, or site nonconforming. Routine repair must conform to applicable development regulations.

D. Regulations Applicable to Nonconforming Uses.

1. Operations.
 - a. Nonconforming uses may continue to operate, subject to the provisions of this subsection D.
 - b. Nonconforming Uses – Hours of Operation. The hours of operation associated with a nonconforming use located in a land use district subject to this section that permits residential uses may only extend into the period of 9:00 p.m. to 6:00 a.m. subject to Administrative Conditional Use approval. Nonconforming uses which on [INSERT EFFECTIVE DATE OF ORDINANCE], already operated between these hours may continue without such approval, as long as the hours of operation between 9:00 p.m. and 6:00 a.m. are not expanded.

2. Expansions. Nonconforming uses may expand under certain circumstances as described in this subsection:
 - a. Expansions of Nonconforming Structures. If a nonconforming structure containing a nonconforming use is expanded in accordance with the requirements of this section, then the nonconforming use may expand in conjunction with, and in proportion to, the expansion of the nonconforming structure.
 - b. Expansions of Nonconforming Sites. If a nonconforming site containing a nonconforming use is expanded in accordance with the requirements of this section, then the nonconforming use may expand in conjunction with, and in proportion to, the expansion of the nonconforming site.
 - c. Limitation on Expansion. No expansion of hazards. No expansion in operations shall be permitted that increases the use or onsite quantity of flammable or hazardous constituents (e.g., compressed gases, industrial liquids, etc.), or that increases the amount of waste generated or stored that is subject to the Washington Hazardous Waste Management Regulations, RCW 70.105.210, as currently adopted or subsequently amended or superseded. The Director may, in consultation with the Fire Marshal, modify the requirements of this subsection if the Director determines that the expansion will not increase the threat to human health and the environment over the pre-expansion condition.
3. Loss of Nonconforming Use Status.
 - a. Discontinuance.
 - i. If a nonconforming use is discontinued for a period of 12 months with the intention of abandoning that use, any subsequent use shall thereafter conform to the regulations of the land use district in which it is located. Discontinuance of a nonconforming use for a period of 12 months or greater constitutes prima facie evidence of an intention to abandon.
 - ii. If a nonconforming use is discontinued due to new development on the site on which the nonconforming use previously operated, then the right to continue operation of the nonconforming use no longer applies and the nonconforming use may not be re-established.
 - b. Unanticipated Damage or Destruction. When a structure containing a nonconforming use is damaged or destroyed by fire or other causes beyond the control of the owner, the nonconforming use may be re-

established in the same location within three years of the date that the damage or destruction occurred. When re-establishing a nonconforming use under this subsection, the nonconforming use may not be expanded. The structure may be repaired or reconstructed in accordance with applicable City Codes.

- c. Relinquishment. A nonconforming use is relinquished when the nonconforming use is replaced with a permitted or conditional use. Upon relinquishment, the right to continue operation of a nonconforming use no longer applies and the nonconforming use may not be re-established.

E. Regulations Applicable to Nonconforming Structures and Nonconforming Sites.

1. Right to Remain.

- a. Nonconforming structures may remain unless specifically limited by the terms of subsection E of this section.
- b. Nonconforming sites may remain unless specifically limited by the terms of subsection E of this section.

2. Alterations.

- a. If the following requirements are satisfied, then alterations may be made to a nonconforming structure, a nonconforming site, or to both a nonconforming structure and nonconforming site:
 - i. The alterations conform to applicable development regulations; and
 - ii. If required under subsection E.3 of this section, improvements are made that satisfy the proportional compliance requirements contained in subsection E.3 of this section.
- b. The following alterations shall not trigger the proportional compliance requirements contained in subsection E.3 of this section.

- i. If the project consists of multiple phases, as shown on a Master Development Plan submitted under Chapter 20.30V LUC, then the transfer of Floor Area Ratio (FAR) from one phase to another phase in amount that does not exceed 50% of the total FAR available in the sending phase.
 - (1).Exception: If unlimited FAR is available to all phases of the project, then the transfer of FAR in any amount between phases of the project shall not trigger the proportional compliance requirements contained in subsection E.3 of this section.
- ii. "Routine maintenance" within the meaning provided in subsection C of this section or as permitted in a critical area or critical area buffer under LUC 20.25H.055.C.3.h.
- iii. "Routine repair" within the meaning provided in subsection C of this section.
- iv. The reconfiguration of existing parking lots within the existing hard surface area so long as the following requirements are met:
 - (1). The reconfiguration maintains a parking supply that either conforms to all applicable parking requirements under this code or maintains the parking supply existing prior to the reconfiguration; and
 - (2). The area of the existing parking lot containing hard surface does not increase.
- v. New development consisting of a single phase, so long as the following requirements are met:
 - (1). If the new development occurs on a nonconforming site, then the nonconforming site shall be brought into compliance with all applicable development regulations.
 - (2). All structures shall conform to all applicable development regulations.
- vi. In projects consisting of multiple phases, as shown on a Master Development Plan submitted under Chapter 20.30V LUC, any individual phase with a project limit that exclusively contains new development so long as the following requirements are met:

- (1). If any portion of a nonconforming site is located within that project limit, then that portion of the nonconforming site shall be brought into compliance with all applicable development regulations.
 - (2). All structures within the project limit of the phase exclusively containing new development shall conform to all applicable development regulations.
- vii. Except as otherwise provided in this section, alterations to a nonconforming structure located on a nonconforming site shall not trigger the proportional compliance requirements contained in subsection E.3 of this section for the nonconforming site unless the alterations include permanent, nonstructural alterations to the landscape, above or below ground, of the nonconforming site. For the purposes of this section, the following shall not constitute permanent, nonstructural alterations to the landscape, above or below ground, of the nonconforming site:
- (1). Ramps for ADA access;
 - (2). Replacement windows or sheathing;
 - (3). The addition of material enabling increased insulation;
 - (4). Structural features to improve safety;
 - (5). Additions required to comply with construction, energy codes, or building performance standards for residential conversion;
 - (6). Circulation features for fire and life safety;
 - (7). Mechanical equipment;
 - (8). Plumbing and ductwork; or
 - (9). Awnings and bays.
- viii. Except as otherwise provided in this section, alterations to a nonconforming site shall not trigger the proportional compliance requirements contained in subsection E.3 of this section for any nonconforming structure located on the nonconforming site unless the

alterations include permanent, structural alterations, above or below ground, to the nonconforming structure.

- ix. Demolition of a vacant structure.
- x. Environmental remediation of a nonconforming site or a nonconforming structure, either external or internal.
- xi. Any improvements required by operation of Title 14 BCC.

3. Proportional Compliance.

- a. General Procedure. The following procedure shall be used to determine what improvements shall be required to be made in conjunction with alterations to a nonconforming structure, a nonconforming site, or to both a nonconforming structure and a nonconforming site:
 - i. Calculate the value of alterations in accordance with subsection E.3.b of this section.
 - ii. Determine if the value of alterations exceeds the threshold triggering required improvements under subsection E.3.c of this section.
 - (1). If yes, then proceed to subsection E.3.a.iii of this section.
 - (2). If no, then proportional compliance is not required.
 - iii. Determine the value of required improvements under subsection E.3.d of this section.
 - iv. Identify the list of required improvements for the applicable land use district contained in subsection E.3.e of this section.
 - v. Construct the required improvements on the applicable list in the order provided in subsection E.3.f of this section, as may be modified, up to the value of required improvements.
- b. Value of Alterations.
 - i. Projects consisting of a single phase. This subsection applies to projects consisting of a single phase.

- (1) Alterations made within the preceding three-years will be viewed as a single alteration for the purpose of determining the value of alterations.
 - (2) The value of alterations shall be determined based on all proposed alterations, except for those alterations listed in subsection 3.b.iii of this section, and not individual permits.
 - (3) The applicant shall use a construction cost estimator acceptable to the Director to estimate the value of alterations in accordance with subsection 3.b.i of this section.
 - (4) The applicant shall submit the estimate to the Director for approval. If the estimate, and the methodology used to produce the estimate, conform to the applicable requirements of this section, then the Director shall approve the estimate and accept it as the value of alterations for the development.
- ii. Projects consisting of multiple phases. This subsection applies to individual phases within a project consisting of multiple phases, as shown on a Master Development Plan submitted under Chapter 20.30V LUC, that have a project limit that either contains a nonconforming structure or is located, wholly or partially, on a nonconforming site.
- (1) For each individual phase, alterations made within the project limit of that phase within the preceding three-years will be viewed as a single alteration for the purpose of determining the value of alterations.
 - (2) For each individual phase, the value of alterations shall be determined for that phase by the Director based on all proposed alterations within the project limit of that phase, except for those alterations listed in subsection 3.b.iii of this section, and not individual permits.
 - (3) The applicant shall use a construction cost estimator acceptable to the Director to estimate the value of alterations within the project limit for each individual phase in accordance with subsection 3.b.ii of this section.
 - (4) The applicant shall submit the estimates for each individual phase to the Director for approval. If the estimate for a particular phase, and the methodology used to produce that estimate, conform to the

applicable requirements of this section, then the Director shall approve the estimate for that phase and accept it as the value of alterations for that particular phase.

- iii. The following alterations or activities shall be excluded when calculating the value of alterations:

- (1) Alterations required as a result of a fire prevention inspection;
- (2) Alterations related to the removal of architectural barriers as required by the Americans with Disabilities Act, or the Washington State Building Code (Chapter 19.27 RCW);
- (3) Alterations required for the seismic retrofit of existing structures; and
- (4) Alterations required for onsite stormwater management facilities under Chapter 24.06 BCC.
- (5) The value of any routine maintenance or routine repair to be performed at the time of the alteration that triggers proportional compliance under subsection E.3 of this section.
- (6) The value of any reconfiguration of existing parking lots in a manner that meets the requirements of subsection E.2.b.iv of this section to be performed at the time of the alteration that triggers proportional compliance under subsection E.3 of this section.

c. Threshold Triggering Required Improvements.

- i. General: The standards of this subsection shall be met when the value of alterations to a nonconforming structure, a nonconforming site, or to both a nonconforming structure and nonconforming site exceed the threshold established in LUC 20.25D.060.G.3.a, as may be, or has previously been, administratively adjusted.
- ii. Exception:
 - (1). In the LL-1, LL-2, SR-1, SR-2, SR-3, SR-4, and LDR-1 land use districts, the standards of this subsection shall be met when the value of alterations to a nonconforming structure, a nonconforming site, or to both a nonconforming structure and nonconforming site

exceed the replacement value of all primary structures located on the site.

d. Value of Required Improvements.

i. General: The value of required improvements shall be equal to 20 percent of the value of alterations calculated under subsection E.3.b of this section.

ii. Exceptions:

(1). If all of the improvements that would otherwise be required under subsection E.3.f of this section have been constructed in a manner that complies with all currently applicable development regulations, then the value of required improvements shall be equal to the minimum amount necessary to bring the nonconforming structure or nonconforming site into full compliance with this Code.

(2). In the LL-1, LL-2, SR-1, SR-2, SR-3, SR-4, and LDR-1 land use districts, the value of required improvements shall be equal to the minimum amount necessary to bring the nonconforming structure or nonconforming site into full compliance with this Code.

e. Required Improvements.

i. If the value of alterations exceeds the applicable threshold specified in subsection E.3.c of this section, then improvements shall be constructed.

ii. What improvements are required depends on the land use district in which the nonconforming structure or nonconforming site is located.

(1). In the LL-1, LL-2, SR-1, SR-2, SR-3, SR-4, and LDR-1 land use districts, improvements are required to the extent necessary to bring the nonconforming structure or nonconforming site into full compliance with this Code.

(2). Required improvements for each other land use district are listed in subsection E.3.f of this section.

iii. If improvements are required to be constructed under subsection E.3.e in a land use district other than the LL-1, LL-2, SR-1, SR-2, SR-3, and LDR-1 land use districts, then they shall be constructed in the order

provided in subsection 3.f of this section up to the value of required improvements calculated in subsection E.3.d of this section. The Director may approve a change in priority order for a specific development. The Director may only approve such a change when the applicant can demonstrate that the change in priority order is needed for one or more of the following reasons:

(1) A change in priority order is necessary due to the value of required improvements specified under subsection E.3.d of this section is insufficient to construct the site improvement that would be required under the normal order of priority due to the existence of a unique site condition;

(2) A change in priority order would allow a site improvement to be constructed that would close a gap in existing improvements, such as, but not limited to, a gap in an access corridor or frontage path; or

(3) A change in priority order would allow the construction of a complete site improvement, rather than a partial site improvement, such as, but not limited to, a complete access corridor or frontage path.

iv. If the development both consists of multiple phases, as shown on a Master Development Plan submitted under Chapter 20.30V LUC, and the alteration occurs entirely within the project limit of only one phase, then no improvements shall be required by operation of this section within the project limit of any other phase.

v. If all of the improvements that would otherwise be required under subsection E.3.f of this section have been constructed in a manner that complies with all currently applicable development regulations, then the nonconforming structure or nonconforming site shall be brought into full compliance with this Code.

f. Required Improvements by Land Use District Established Under LUC 20.10.020:

i. LDR-2, LDR-3, MDR-1, and MDR-2 Land Use Districts (Part 20.20 LUC):

(1). Compliance with the tree retention and replacement requirements contained in LUC 20.20.900. For the sole purpose of applying this subsection, the alteration shall constitute “development activity”

under LUC 20.20.900 for the purposes of applying the tree retention and replacement requirements.

- (2). If required for the site, then install or improve landscaping in a manner that meets the applicable requirements of LUC 20.20.520.
- (3). If the site contains impervious surface in an amount that exceeds what is allowed under LUC 20.20.460 and all applicable dimensional requirements, then removal of impervious surfaces in an amount that results in compliance with both LUC 20.20.460 and all applicable dimensional requirements.
- (4). If a critical area or critical area buffer exists, wholly or partially, on the site, then compliance with the requirements of Part 20.25H LUC.

ii. Downtown Land Use Districts (Part 20.25A LUC):

- (1). If required for the site under LUC 20.25A.175, then construction of the Grand Connection in a manner that meets the applicable requirements of LUC 20.25A.175.
- (2). If required for the site under LUC 20.25A.090, then the construction of walkways and sidewalks meeting the applicable requirements of LUC 20.25A.090.
- (3). If required for the site under LUC 20.25A.160, then the construction of through-block connections meeting the applicable requirements of LUC 20.25A.160.
- (4). If the site is located on an “A” Rights-of-Way under LUC 20.25A.170, then construction or installation of improvements necessary to meet the applicable requirements of LUC 20.25A.170.B.1 and LUC 20.25A.180.
- (5). If the site is located on a “B” Rights-of-Way under LUC 20.25A.170, then construction or installation of improvements necessary to meet the applicable requirements of LUC 20.25A.170.B.2 and LUC 20.25A.180.
- (6). If the site is located on a “C” Rights-of-Way under LUC 20.25A.170, then construction or installation of improvements

necessary to meet the applicable requirements of LUC 20.25A.170.B.3 and LUC 20.25A.180.

- (7). If the site is located on a “D” Rights-of-Way under LUC 20.25A.170, then construction or installation of improvements necessary to meet the applicable requirements of LUC 20.25A.170.B.4 and LUC 20.25A.180.
- (8). If the site is located on an “E” Rights-of-Way under LUC 20.25A.170, then construction or installation of improvements necessary to meet the applicable requirements of LUC 20.25A.170.B.5 and LUC 20.25A.180.
- (9). If the site is located on an alley with addresses under LUC 20.25A.170, then construction or installation of improvements necessary to meet the applicable requirements of LUC 20.25A.170.C and LUC 20.25A.180.
- (10). If required for the site under LUC 20.25A.175, then construction of major public open space meeting the applicable requirements of LUC 20.25A.175.
- (11). If required for the site under LUC 20.25A.075, then outdoor plaza space meeting the applicable requirements of LUC 20.25A.075.
- (12). If required for the site, then construction of a new gateway meeting the applicable requirements of LUC 20.25A.150.
- (13). If the site contains second-level active uses under LUC 20.25A.170, then construction or installation of improvements necessary to meet the applicable requirements of LUC 20.25A.170.D.
- (14). Install or improve landscaping in a manner that meets the applicable requirements of LUC 20.25A.110 and LUC 20.25A.120.
- (15). If the site contains any existing fences, then removal or modification of the existing fences as necessary to meet the applicable requirements of LUC 20.25A.110.D.

iii. Factoria 1 Land Use District (Part 20.25F1 LUC):

- (1). If the site is adjoining SE 38th Street, then construct a second mid-block pedestrian connection across SE 38th Street in accordance with LUC 20.25F1.060 and LUC 20.25F1.110.
- (2). If the site is adjoining SE 41st Place, then construct a mid-block pedestrian connection across SE 41st Place in accordance with LUC 20.25F1.060 and LUC 20.25F1.110.
- (3). If the site is adjoining the intersection of 127th Avenue SE and SE 40th Street or the intersection of 125th Avenue SE and SE 40th Street, then construct a major gathering place in the vicinity of that intersection in accordance with LUC 20.25F1.090 and LUC 20.25F1.110.
- (4). If the site is adjoining the mid-block pedestrian connection across 124th Ave SE providing connection to the Factoria Trail, then construction of pedestrian path to continue the Factoria Trail into the F1 Land Use District in accordance with LUC 20.25F1.070 and LUC 20.25F1.110.
- (5). If the site is adjoining an on-site street depicted in LUC 20.25F1.015, then construct weather protection in accordance with LUC 20.25F1.115.D.
- (6). If the site is adjoining the intersection of Factoria Boulevard and SE 38th Street, SE 40th Street, or SE 41st Place, then construct a new gateway at the intersection(s) adjoining the project limit in accordance with LUC 20.25F1.080 and LUC 20.25F1.110.
- (7). Install or improve landscaping in a manner that meets the applicable requirements of LUC 20.20.520 and LUC 20.25F1.050.
- (8). If the site contains impervious surface in an amount that exceeds what is allowed under LUC 20.20.460 and LUC 20.25F1.040, then removal of impervious surfaces in an amount that results in compliance with both LUC 20.20.460 and LUC 20.25F1.040.
- (9). If a critical area or critical area buffer exists, wholly or partially, on the site, then compliance with the requirements of Part 20.25H LUC.

iv. Community Mixed-Use Design Districts (Part 20.25I LUC):

- (1). If required for the site under LUC 20.25I.050.A, then pedestrian-oriented frontage meeting the requirements of LUC 20.25I.050.
- (2). If required for the site under LUC 20.25I.050.B, then transparency for the first story of any building fronting a public right-of-way meeting the requirements of LUC 20.25I.050.
- (3). If required for the site under LUC 20.25I.050.B, then transparency and weather protection for publicly accessible entrances fronting a public right-of-way meeting the requirements of LUC 20.25I.050.
- (4). Install or improve landscaping in a manner that meets the applicable requirements of LUC 20.20.520 and LUC 20.25I.050.C.
- (5). If parking structures or surface parking are located on the site, then compliance with the applicable requirements of LUC 20.25I.050.C.
- (6). If required for the site under LUC 20.25I.070, then compliance with transition standards under LUC 20.25I.070.
- (7). If the site contains impervious surface in an amount that exceeds what is allowed under LUC 20.20.460 and LUC 20.20.010, then removal of impervious surfaces in an amount that results in compliance with both LUC 20.20.460 and LUC 20.20.010.
- (8). If a critical area or critical area buffer exists, wholly or partially, on the site, then compliance with the requirements of Part 20.25H LUC.

v. The MI Land Use District (Part 20.25J LUC):

- (1). If the site is adjoining the Eastrail Corridor, then construction of a pedestrian and bicycle connection from the site to Eastrail in a manner that meets the requirements of LUC 20.25J.080 and all other applicable city standards for pedestrian and bicycle connections.
- (2). If the site is adjoining NE 8th Street, NE 12th Street, NE 10th Street, or 116th Avenue NE, then construction of sidewalks meeting the requirements of LUC 20.25J.070.A and all other applicable city standards for sidewalks.

- (3). If the site is adjoining NE 8th Street, NE 12th Street, NE 10th Street, or 116th Avenue NE, then installation of street trees and plantings in a manner that meets the requirements of LUC 20.25J.070.A.
- (4). If the site is adjoining the intersections of 116th Ave NE and NE 8th Street, NE 10th Street, or NE 12th Street, then construct a new gateway at the intersection(s) adjoining the project limit in accordance with LUC 20.25J.070.B and LUC 20.25J.080.
- (5). If the site is adjoining a transit facility, then construct weather protection and other pedestrian amenities meeting the requirements of LUC 20.25J.080.B and LUC 20.25J.080.C.
- (6). If the site contains or is adjoining a parking structure, then construct improvements to pedestrian connections between the parking structure and the principal use in a manner that meets the requirements of LUC 20.25J.050, improves pedestrian safety, and reduces conflict between motor vehicles and other means of transportation.
- (7). Install or improve landscaping in a manner that meets the applicable requirements of LUC 20.20.520 and LUC 20.25J.060.
- (8). If the site is located within DA2 or DA3, then improvements to any existing blank facades, as defined in LUC 20.25J.080.D, located on the perimeter of the MI land use district or on buildings that are highly visible from any public right-of-way in a manner that meets the requirements of LUC 20.25J.080.D.
- (9). If the site is located within DA2 or DA3, then construction of weather protection meeting the requirements of LUC 20.25J.080.D.
- (10). If the site is located within DA2 or DA3, then construct or improve ground floor building elements adjoining public right-of-way that meet the requirements of LUC 20.25J.080.D.
- (11). If a critical area or critical area buffer exists, wholly or partially, on the site, then compliance with the requirements of Part 20.25H LUC.

vi. The OLB-OS Land Use District (Part 20.25L LUC):

- (1). Install or improve landscaping in a manner that meets the applicable requirements of LUC 20.20.520 and LUC 20.25L.040.
- (2). Removal of invasive or noxious species, as defined in LUC 20.20.900, from the open space required to be retained or developed under LUC 20.25L.010 in a manner that complies with all applicable requirements governing such removal.
- (3). Construct or improve weather protection at building entrances in a manner that meets the requirements of LUC 20.25L.040.
- (4). If the site contains impervious surface in an amount that exceeds what is allowed under LUC 20.20.460 and LUC 20.25L.030, then removal of impervious surfaces in an amount that results in compliance with both LUC 20.20.460 and LUC 20.25L.030.
- (5). If a critical area or critical area buffer exists, wholly or partially, on the site, then compliance with the requirements of Part 20.25H LUC.

vii. The CCC Land Use District (Part 20.25N LUC):

- (1). Install or improve landscaping in a manner that meets the applicable requirements of LUC 20.20.520 and LUC 20.25N.060.
- (2). If the site contains impervious surface in an amount that exceeds what is allowed under LUC 20.20.460 and all applicable dimensional requirements, then removal of impervious surfaces in an amount that results in compliance with both LUC 20.20.460 and all applicable dimensional requirements.
- (3). If a critical area or critical area buffer exists, wholly or partially, on the site, then compliance with the requirements of Part 20.25H LUC.

viii. Eastgate Transit Oriented Development Land Use District (Part 20.25P LUC):

- (1). If required for the site under LUC 20.25P.090, then construction or improvement of sidewalks meeting the requirements of LUC 20.25P.090.B.

- (2). If required for the site under LUC 20.25P.085, then construction of ground floor wholesale, retail, and services uses in building frontages in a manner that meets the requirements of LUC 20.25P.085.
- (3). If required for the site under LUC 20.25P.080.C, then construction of ground floor habitable space within existing parking structures in a manner that meets the requirements of LUC 20.25P.080.C.
- (4). Install or improve landscaping in a manner that meets the applicable requirements of LUC 20.20.520 and LUC 20.25P.070.
- (5) If the site is adjoining an A street or B street on the figure in LUC 20.25P.090.A.3, then installation of street trees and plantings in a manner that meets the requirements of LUC 20.25P.070.B.
- (6). If the site contains any existing fences, then removal or modification of the existing fences as necessary to meet the requirements of LUC 20.25P.070.C.
- (7). If the site is adjoining the Eastgate Park and Ride, then construction of a pedestrian access connection to the Eastgate Park and Ride meeting the requirements of LUC 20.25P.100.
- (8). If the site is adjoining to a pre-existing pedestrian access connection to the Eastgate Park and Ride, then construction of an extension to the pre-existing connection to allow access from the site to the Eastgate Park and Ride in a manner that meets the requirements of LUC 20.25P.100.
- (9). If the site is adjoining to a gateway location, as shown in the street diagram contained in LUC 20.25P.090.A.3, then construction of a new gateway at that location meeting the requirements of LUC 20.25P.100.
- (10). Construction of weather protection meeting the requirements of LUC 20.25P.100.
- (11). If the site contains impervious surface in an amount that exceeds what is allowed under LUC 20.20.460 and LUC 20.25P.060, then removal of impervious surfaces in an amount that results in compliance with both LUC 20.20.460 and LUC 20.25P.060.

(11). If a critical area or critical area buffer exists, wholly or partially, on the site, then compliance with the requirements of Part 20.25H LUC.

ix. East Main Transit Oriented Development Land Use Districts (Part 20.25Q LUC):

(1). If required for the site under LUC 20.25Q.100, then construction or improvement of sidewalks in a manner that meets the requirements of LUC 20.25Q.100.A.

(2). If required for the site under LUC 20.25Q.100, then construction of a pedestrian and bicycle route to connect 112th Avenue SE to 114th Avenue SE in a manner that meets the requirements of LUC 20.25Q.100.B.

(3). If a building exists on the site, then the construction of a six-foot-wide walkway from the nearest public sidewalk or street right-of-way to the main building entrance, unless the Director determines the walkway is not needed to provide safe pedestrian access to the building. The Director may allow modification to the width of walkways so long as safe pedestrian access to the Building is still achieved.

(4). If required for the site under LUC 20.25Q.080, then installation of street trees and landscaping in a manner meeting the requirements of LUC 20.25Q.080.A.

(5). Install or improve landscaping in a manner that meets the applicable requirements of LUC 20.20.520 and LUC 20.25Q.080.B.

(6). If the site contains any existing fences, then removal or modification of the existing fences as necessary to meet the requirements of LUC 20.25Q.080.C.

(7). If required for the site under LUC 20.25Q.130.D, the construction of a new gateway in a manner that meets the requirements of LUC 20.25Q.130.D.

(8). If a critical area or critical area buffer exists, wholly or partially, on the site, then compliance with the requirements of Part 20.25H LUC.

x. PO, LI, and GC Land Use Districts:

- (1). Compliance with the tree retention and replacement requirements contained in LUC 20.20.900. For the sole purpose of applying this subsection, the alteration shall constitute “development activity” under LUC 20.20.900 for the purposes of applying the tree retention and replacement requirements.
- (2). If required for the site, then Install or improve landscaping in a manner that meets the applicable requirements of LUC 20.20.520.
- (3). If the site contains impervious surface in an amount that exceeds what is allowed under LUC 20.20.460 and LUC 20.20.010, then removal of impervious surfaces in an amount that results in compliance with both LUC 20.20.460 and LUC 20.20.010.
- (4). If a critical area or critical area buffer exists, wholly or partially, on the site, then compliance with the requirements of Part 20.25H LUC.

xi. UC, MU-H, MU-M, and MUR-M Land Use Districts (Part 20.25R LUC):

- (1). If required for the site under LUC 20.25R.020.C, then non-motorized access to Eastrail meeting the requirements of LUC 20.25R.020.
- (2). If required for the site under LUC 20.25R.020.C, then emergency vehicle access to the Eastrail corridor meeting the requirements of LUC 20.25R.020.
- (3). If required for the site under LUC 20.25R.030.C, then major public open space meeting the requirements of LUC 20.25R.030.C.
- (4). If required for the site under LUC 20.25R.030.G., then frontage paths along the Eastrail corridor meeting the requirements of LUC 20.25R.030.G.
- (5). If required for the site under LUC 20.25R.020.B, then access, block, and circulation required under LUC 20.25R.020.B.
- (6). Landscaping meeting the requirements of LUC 20.25R.030.C and LUC 20.20.520.

(7). If required for the site under LUC 20.25R.030.G, then active uses along the Eastrail corridor meeting the requirements of LUC 20.25R.030.G.

(8). If required for the site under LUC 20.25R.030.G, then active uses along the Grand Connection meeting the requirements of LUC 20.25R.030.G.

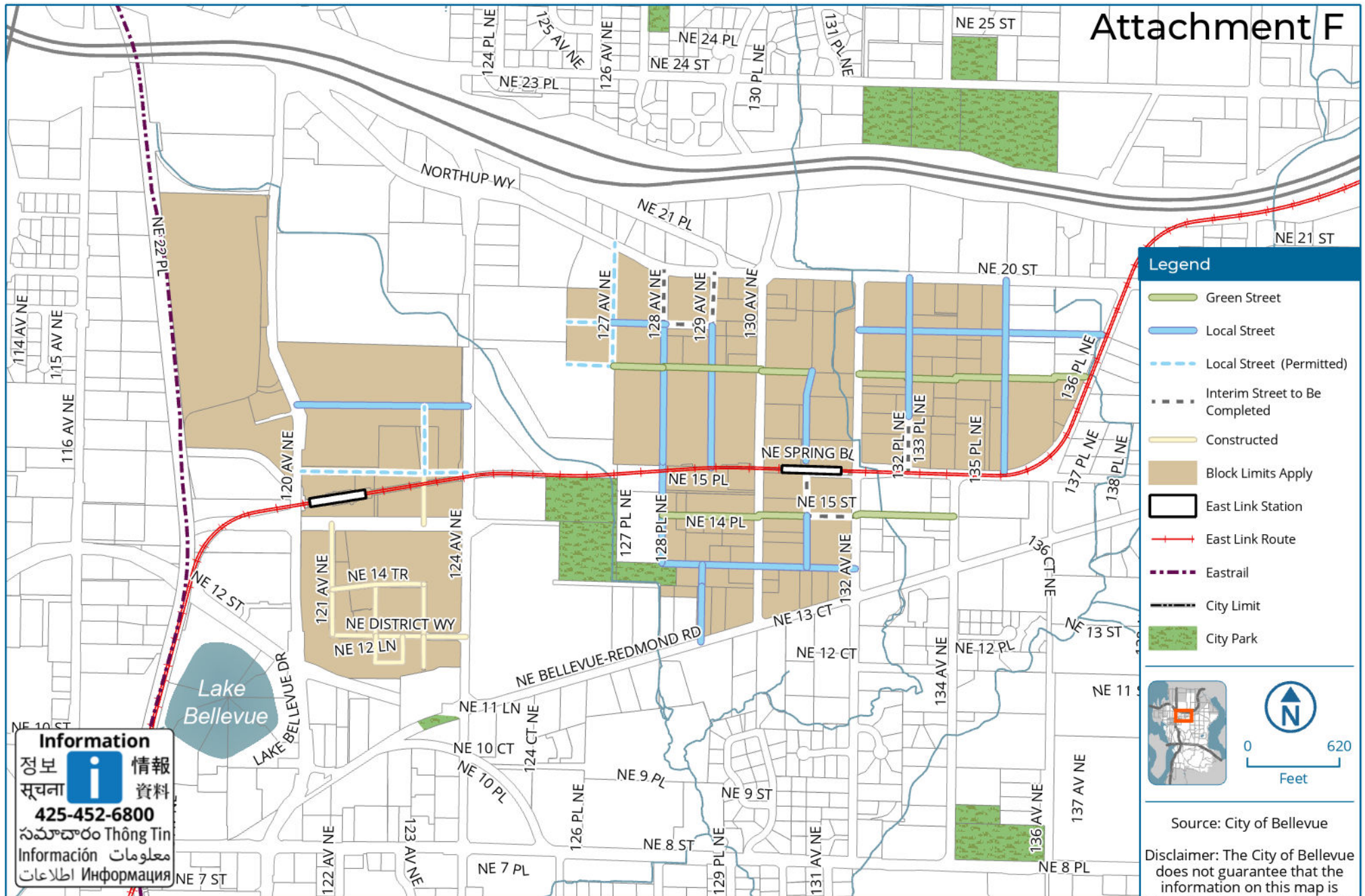
(9). If required for the site under LUC 20.25R.030.E, then weather protection meeting the requirements of LUC 20.25R.030.E.

(10). If required for the site under LUC 20.25R.030.G, then a landscape buffer from the property line adjoining Interstate 405 meeting the requirements of LUC 20.25R.030.E.

4. Unanticipated Damage or Destruction of a Nonconforming Structure or a Nonconforming Site.

- a. When a nonconforming structure or a nonconforming site is damaged by fire or other causes beyond the control of the owner, the nonconforming structure or the nonconforming site may be repaired to its condition prior to the damage, provided that such repair shall be commenced within one year of the date of damage and diligently pursued. Changes to the footprint or exterior proposed as part of the repair must conform to this code. If repair is not commenced within one year of the date of damage, then the repair must conform to this code.
- b. When a nonconforming structure or a nonconforming site is destroyed by fire or other causes beyond the control of the owner, the nonconforming structure or the nonconforming site may be reconstructed in its original configuration, provided that such reconstruction shall be commenced within two years of the date of destruction and diligently pursued. Changes to the footprint or exterior proposed as part of the reconstruction must conform to this code. If reconstruction is not commenced within two years of the date of destruction, then the reconstruction must conform to this code.

F. Relationship to Title 14 BCC. The requirements of this section operate independently from the requirements of Title 14 BCC. In relation to the same development, the operation of the requirements of this section may result in no required improvements while the operation of the requirements of Title 14 BCC may require improvements.



Proposed BelRed Street Network

April 2026



Bellevue Planning Commission

April 22, 2026

PLANNING COMMISSION AGENDA ITEM

SUBJECT

2026-2032 Affordable Housing Strategy

STAFF CONTACT(S)

Hannah Bahnmitter, Senior Affordable Housing Planner, 229-6510

Linda Abe, Affordable Housing Planning Manager, 452-4853

City Manager's Office

POLICY ISSUES

The Affordable Housing Strategy (AHS or Strategy) is the City's citywide strategic plan for housing work. In March, City Council directed staff to bring the 2026-2032 AHS back to Council for adoption. The Strategy implements policy direction from the Comprehensive Plan and aims to meet the target of building or preserving 5,700 affordable units in ten years.

DIRECTION NEEDED FROM THE PLANNING COMMISSION

ACTION

☐

DIRECTION

☐

INFORMATION ONLY

☒

Staff will provide an update to the Planning Commission on the final 2026-2032 Affordable Housing Strategy. The presentation is for information only.

BACKGROUND

The Bellevue City Council adopted its first Affordable Housing Strategy in 2017. With it, the Council established a goal to build or preserve 2,500 affordable units over 10 years (2017-2027). As of the end of 2023, the original target was met early, and most Strategy actions were either complete or in-progress.

In November 2024, Council initiated the update of the Strategy and established a new target to build or preserve 5,700 affordable units in ten years, based on assessment of need in Bellevue. The draft Strategy was presented to Bellevue City Council on March 24, who directed staff to prepare the document for adoption.

OVERVIEW/ANALYSIS

The updated AHS covers the years 2026 to 2032 and aligns the City on a path towards meeting its significant new affordable housing target. It contains a suite of strategies and actions to improve housing affordability and address accessibility, equity, and stability. The Strategy helps the City to build and preserve affordable housing; implement housing policy direction; and respond to changing market conditions and needs.

Within the plan, strategies and actions are nested under five high-level goals: Affordable Housing, Housing Equity, Housing Stability, Housing for Unique Needs, and Supply and Diversity. The companion Action Plan identifies a range of specific policy, funding, and program-related actions that can be implemented across the seven-year implementation timeframe.

Implementation prioritizes high-impact actions that align to the objectives of creating or preserving

under 50% AMI units, remedying or addressing inequitable outcomes or results, and improving the effectiveness of existing tools. Twenty high-priority actions were identified to emphasize for implementation over the next 7 years.

All strategies and actions were evaluated to determine approximate costs and benefits. With full implementation of the priority actions and additional investment, it is estimated that the City could achieve an increase of over 4,000 units of affordable housing units by 2036. This represents almost double the production estimated without Strategy implementation and a significant shift towards under 50 percent AMI units.

IMPLEMENTATION

The 2026-2032 Affordable Housing Strategy, once adopted by the council, provides an organizational roadmap for how the city can continue to improve housing opportunities for people in Bellevue. The Affordable Housing Action Plan operates as a menu of options to guide future implementation. The actions within the Action Plan will be further developed and vetted in implementation, and the Action Plan itself may be updated every other year.

Outlined below are ways that future implementation items will advance through additional city processes, which include further refinement, engagement, and assessment of costs, including costs to development.

Code-related items will be advanced through the annually-viewed Land Use Process Improvement (LUPI) workplan. Code amendments will be initiated by the council, informed by additional public input, and reviewed and recommended by Planning Commission. Draft action items currently on the LUPi workplan include Parking Reform, Lot Splitting, Safe Parking, C-1 Expansions, Downtown Livability 2.0, and High Density Residential.

Other new programs or initiatives will be developed with council direction and budget authorization. All major projects and initiatives will be informed and refined by subsequent public outreach. Items related to advocacy will be used to inform and guide specific recommendations for the draft legislative agendas, which ultimately function as the advocacy priorities of the City. In cases where actions suggest reviews of current code or processes, results will be presented to city leadership for further direction.

The Strategy is designed to accelerate affordable housing growth and advance work to address housing-related needs in Bellevue. The Action Plan identifies a range of specific policy, funding, and program-related actions that can be implemented across the seven-year timeframe of the Affordable Housing Strategy. While the City intends to advance actions as capacity and budget allow, the twenty high-priority actions will be emphasized for implementation over the seven years.

ATTACHMENT(S)

- A. Draft 2026-2032 Affordable Housing Strategy
- B. Draft Affordable Housing Action Plan
- C. AHS Engagement Summary



City of Bellevue Affordable Housing Strategy 2026-2032



Forward

Acknowledgements

Core Team

Brooke Brod, Community Development
Hannah Bahnmitter, Project Manager, Office of Housing
Ruth Blaw, Parks & Community Services
Teun Deuling, Community Development
Zachary Luckin, Community Development
Mathieu Menard, Development Services
Mike Stanger, A Regional Coalition for Housing
Sabrina Velarde, Office of Housing

Oversight Team

Linda Abe, Office of Housing
Toni Esparza, Parks & Community Services
Thara Johnson, Community Development
Mike McCormick-Huentelman, Community Development
Bianca Siegl, Office of Housing
Lindsay Masters, ARCH
Nick Whipple, Development Services

Subject Matter Experts

Laura Benjamin-La-Pitz, City Manager's Office
Jadyn Bush, Community Development
Dr. Marcus Johnson, City Manager's Office
Cathy Landry, Finance & Asset Management
Colin Munson, Community Development
Nicholas Quijano, City Manager's Office
Leticia Wallgren, Development Services
Janelle Wetzstein, City Manager's Office
Bryce Williams-Tuggle, Community Development

Project Champions

Genesee Adkins, City Manager's Office
Emil King, Community Development

Project Consulting

Community Attributes, Inc.
PRR, Inc.

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Introduction

Bellevue is a dynamic and desirable city that welcomes the world. Over the years, our community has seen significant population growth.

For decades, across the region housing production has not kept pace with population growth, and Bellevue is no exception. Today, Bellevue community members – residents, workers, students, and caregivers – are experiencing impacts of unaffordability, housing instability, and limited access. As our community and region’s population continues to increase, we need to create housing for everyone across income bands and for all stages of life.

The City Council Vision, supported through strategic target areas and objectives, includes direction to create a wide variety of housing types and affordability that provide people with a safe, sustainable, inclusive, and accessible community. It recognizes housing contributes to a strong economy and workforce by helping people live close to their jobs and providing a variety of housing options allows people to find housing in their neighborhood of choice throughout their lives.

The purpose of the 2026-2032 Affordable Housing Strategy is to build on Bellevue’s vision for growth in the Bellevue 2044 Comprehensive Plan and identify strategies and actions the city can implement over the next seven years to increase housing affordability across the city. This will require proactive implementation and new resources to meet the city’s housing goals.

WHAT IS AFFORDABLE HOUSING?

For the purposes of this report, affordable housing refers to income-restricted or income-qualified housing for individuals and families earning below 80% of the area median income (AMI) - the midpoint income for an area used as a standard for housing affordability. Housing is defined as unaffordable if its occupant pays more than 30 percent of their income for rent and utilities or for mortgage, taxes, and insurance.

A Strategy for Bellevue’s Future

The City of Bellevue has been at the forefront of addressing the housing crisis in collaboration with its partners. In 2017, Bellevue adopted its first **Affordable Housing Strategy** to guide city actions to expand housing opportunities and affordability. In 2024, it adopted the Bellevue 2044 Comprehensive Plan (Comprehensive Plan). The Housing Element vision defines the city’s long-term goal:

“Bellevue meets the housing needs of its diverse population, strengthening neighborhoods and communities.”

Bellevue is continuing to build on that effort with this updated 2026-2032 Affordable Housing Strategy. The updated Strategy implements recent city policy from the Bellevue 2044 Comprehensive Plan with input from community members, subject-matter experts, and partner organizations, as well as technical analysis to identify new and expanded actions to accelerate the city’s housing progress over the next seven years.

The updated Affordable Housing Strategy is focused on high-impact strategies to put Bellevue on a path towards achieving its affordable housing target and housing policy goals. Bellevue needs more of the right types of housing to meet our growing community's needs.

The **affordable housing target** illustrates need for affordable housing in Bellevue over the next ten years by income level. It complements and supports the broader planning efforts to accommodate housing need allocated to Bellevue within the 2044 Bellevue Comprehensive Plan.

The city's **five housing policy goals** originate from the Housing Element of the Comprehensive Plan and aim to increase the number of deeply affordable homes, decrease housing barriers and instability, and equitably enhance the livability of the city.



Affordable Housing

Increase the supply of income-restricted affordable housing in Bellevue.



Housing Equity

Eliminate disparate impacts in housing by race, ethnicity, status, sexual orientation, ability and income.



Housing for Unique Needs

Create more available and affordable units for those with unique housing needs like seniors, families with children, and people with disabilities.



Housing Stability

Increase the ability of low- and moderate-income households to live stably in their home and neighborhood.



Housing Supply & Diversity

Create more housing in general and more housing types available to meet the needs of people at all stages of life.

The seven-year Strategy timeframe (2026–2032) enables the city to evaluate early implementation results and adjust to evolving market conditions and housing needs.

The Planning Framework

This Strategy was developed within a city and regional framework that informs what work the update focused on and what goals it aimed to achieve.

The Strategy is aligned to the City's established housing-related vision, goals, and objectives, and seeks to prioritize and accelerate this work. Key guidance within this planning process are the city's Strategic Target Areas, Bellevue 2044 Comprehensive Plan, and Affordable Housing Target.



The Strategy also aligns with the regional planning framework. The Washington State Growth Management Act sets goals and expectations for housing planning that provides an umbrella for regional and local housing actions. Regional policy guidance is distilled within the Bellevue 2044 Comprehensive Plan.

Building On a Strong Foundation

The 2026-2032 plan builds on decades of work to increase housing opportunities and partnership to address affordable housing needs.

Bellevue was among the first cities on the Eastside to acknowledge and address housing unaffordability. The city joined A Regional Coalition for Housing (ARCH) as a founding member in 1992, making annual contributions to the regional Housing Trust Fund.

In 2017, the city adopted its first Affordable Housing Strategy (2017 AHS), launching new housing policies, programs, and investments. The city launched a housing workplan update, the "Next Right Work" initiative, in 2022. The combined work of the 2017 AHS and Next Right Work was implemented or underway by end of 2023.



2017 AHS Implementation

Information below represents a highlight of impact and performance metrics from implementation efforts between 2017-2023. A detailed implementation summary of progress since 2017 is included as Appendix B.

- Produced or preserved over 1,700 affordable homes in-service with an additional 1,000 in the pipeline
- Approved nine projects for Multi-Family Tax Exemptions, including 336 affordable units
- Invested \$27.5 million dollars in affordable housing development and operations
- Attracted over \$540 million in private entity investment in affordable housing
- Bellevue dollars leveraged with private sector investment and other government funders at a rate of 7.5 percent of total development cost
- Reduced development and permitting fees for 367 units of affordable housing
- Permitted 270 new micro-units (homes under 320 square feet)
- Established the city's Housing Stability Program to apply revenue from a one-tenth of one percent

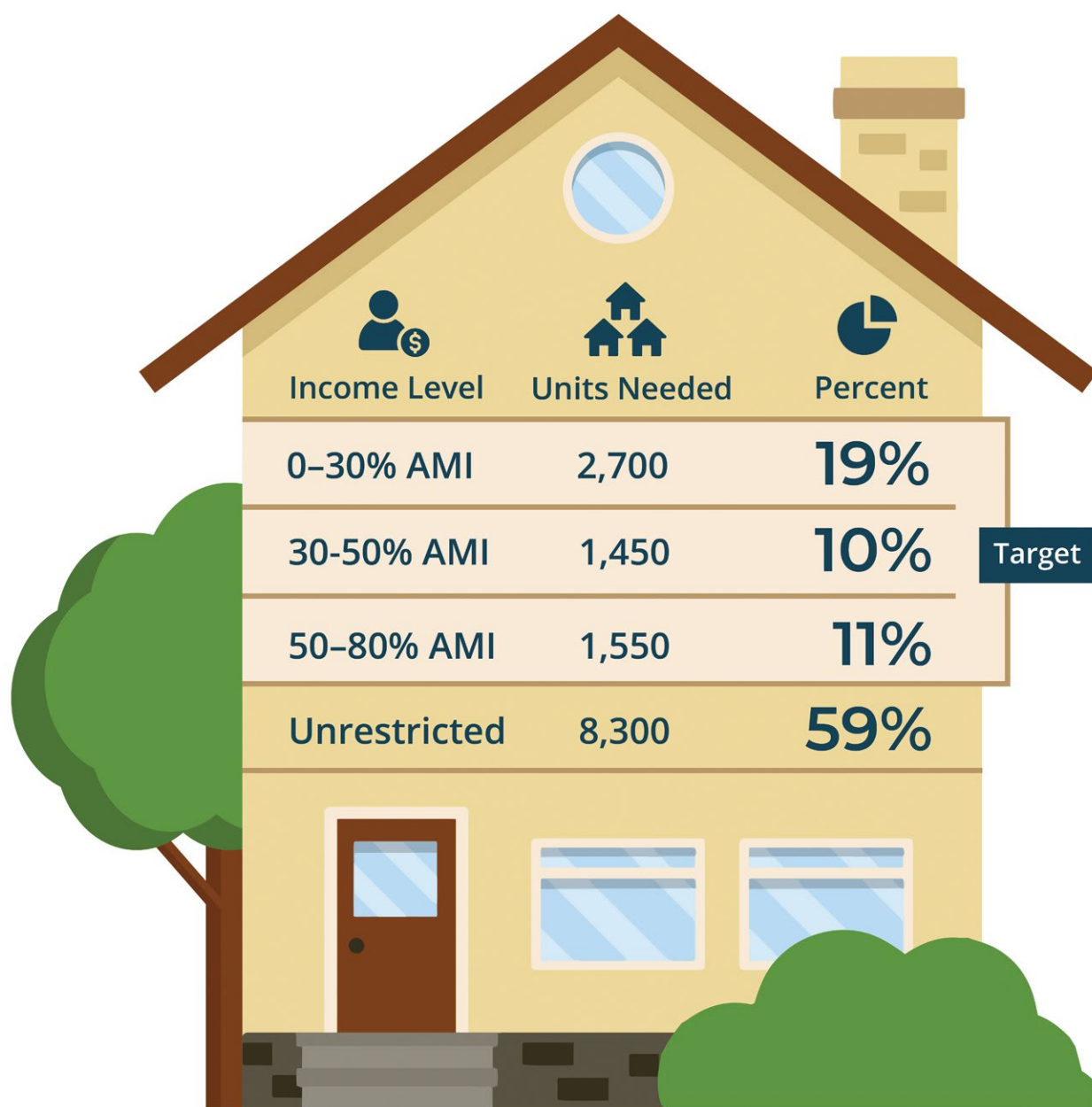
Meeting the Need

The 2022 Housing Needs Assessment documented Bellevue's housing needs and household trends and characteristics. It identified a current and future need for additional affordable housing homes for below median income households.

As part of the update to the Affordable Housing Strategy, the city evaluated the number of affordable housing units needed at each income level. Need was estimated by taking a 10-year increment of the city's overall housing growth (14,000 housing units between 2026-2032) and distributing the need for that housing to different income bands based on existing income distributions (Figure 1).

The Affordable Housing Strategy focuses on housing for families and individuals earning under 80 percent AMI. This is the threshold used as the basis for the Strategy's **affordable housing target**. The affordable housing target is based on projected need for affordable housing and represents an ambitious goal to preserve and produce affordable housing.

Figure 1: Distribution of Housing Need by Income, Bellevue (2022 HNA)

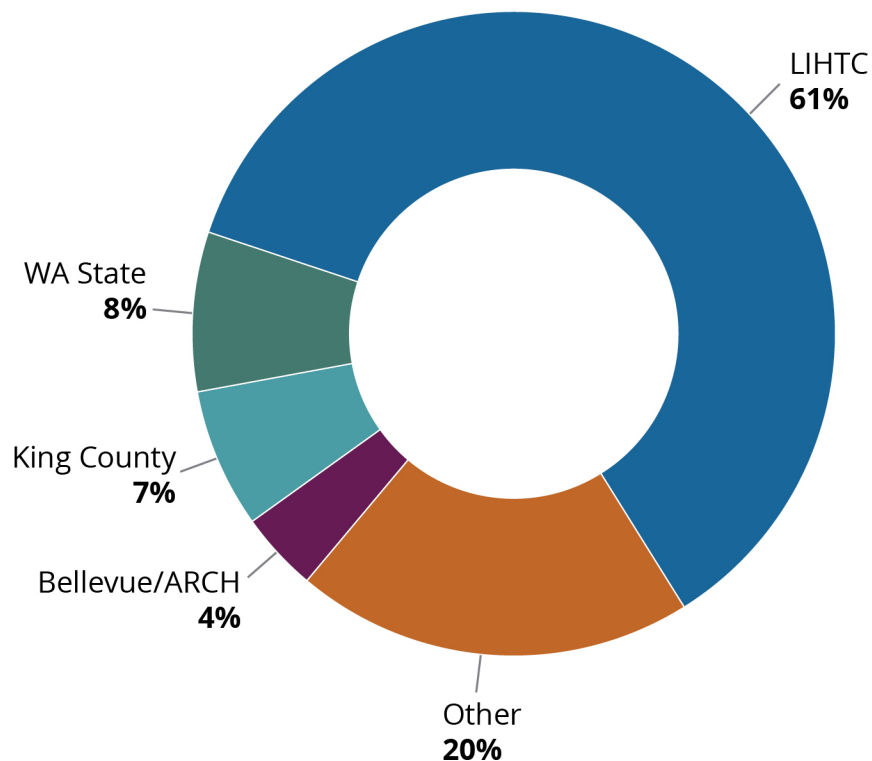


The City's Role

While the city can encourage the production and preservation of affordable housing through policy and funding, many aspects of development are outside city control. Factors like interest rates, land values, and federal policy and funding impact project feasibility and likelihood to proceed. Local governments are essential to create a supportive environment for housing production, but the realization of that housing depends on market forces and the development community.

Similarly, the city is dependent on other public and private investments to fully fund affordable housing. Affordable housing projects combine competitive federal, state, county and local resources with private investments in order to fully fund projects. Federal sources like the Low-Income Housing Tax Credit program, are able to generate large investments into projects. On average, Bellevue's local contribution represents approximately 5 percent of an affordable housing project's total funding. Therefore, while local funds are an important component, it alone is insufficient to meet the overall need.

Figure 2: Example of Funding Sources for 50% AMI Project (2024, ARCH)



Bridging the Gap

While Bellevue is committed to supporting the creation of housing that is attainable to people at a variety of income levels, it currently has a deficit of homes that are affordable to those making below 80 percent AMI (approximately \$100,000 for a household of two). This need is even greater for those who need deeply affordable housing, under 50 percent AMI.

The level of need for affordable housing in Bellevue currently outpaces the supply pipeline. There are significant barriers to meeting the need, and additional tools and resources will be necessary to accelerate progress towards an adequate supply of housing at all income levels. Specifically, the city will need to:

- **Increase overall production of affordable homes.** Between 2017 and 2023, approximately 250 affordable homes were produced each year in Bellevue. The city has implemented new tools and programs that have helped to increase the current pipeline to an average of 370 affordable units annually. Still, these efforts are not keeping pace with the large need for affordable housing in our region. Meeting the target will require significantly increasing overall level of creation of affordable units.
- **Prioritize deeply affordable homes.** As of 2024, there are approximately 4,300 affordable homes in Bellevue. Only 13 percent are affordable to households earning below 30 percent AMI. Bellevue's current programs are structured to reach a range of AMI levels. To address the need for homes for lower incomes households, additional funding sources are required to accelerate the pipeline of projects serving below 50 percent AMI. Prioritized local funding for deeply affordable projects can be used to leverage and to advocate for deeper levels of affordability during funding processes.
- **Bridge the capital and operating funding gap.** Bellevue does not have sufficient funding sources to address the funding gap for 0-50 percent AMI unit production. For example, the estimated funding for capital and ongoing services to produce 1,000 additional deeply affordable homes is approximately \$70 million dollars. Meeting this need at the portfolio scale would require fully allocating current affordable housing revenues to 0-50 percent AMI households and still increasing overall funding.

While the approaches in this Strategy are designed to address these barriers, it will take many years of purposeful actions and increased development to meet the affordable housing target. With accelerated implementation of priority strategies, the city can achieve an over 4,000 unit increase in affordable housing by 2036.





Engaging the Community

Building an affordable city takes everyone. The voices of our community are critical to ensure this work effectively addresses the needs of our growing community. Throughout the planning process, the Affordable Housing Strategy team sought to listen and engage community members and partners across the spectrum to understand their needs and priorities. These groups were engaged through a wide range of activities throughout the project phases.

The engagement process was guided by three objectives and builds upon policy guidance within the Bellevue 2044 Comprehensive Plan.

- **Provide information on affordable housing.** Everyone comes to the subject of affordable housing with their own knowledge and experience. The project team worked to provide a foundation of information for interested community members to engage through activities like a short-story film festival and affordable housing 101 event and video series.
- **Invite community members to inform the Strategy.** The project created opportunities for a broad array of voices to be heard at different stages in the process through activities like public information sessions and a public survey.
- **Elevate diverse and representative voices in the process.** The process aimed to elevate the voices of those with lived experience of housing insecurity, limited resources, or have other barriers to participation, through the use of a community facilitators pilot program.

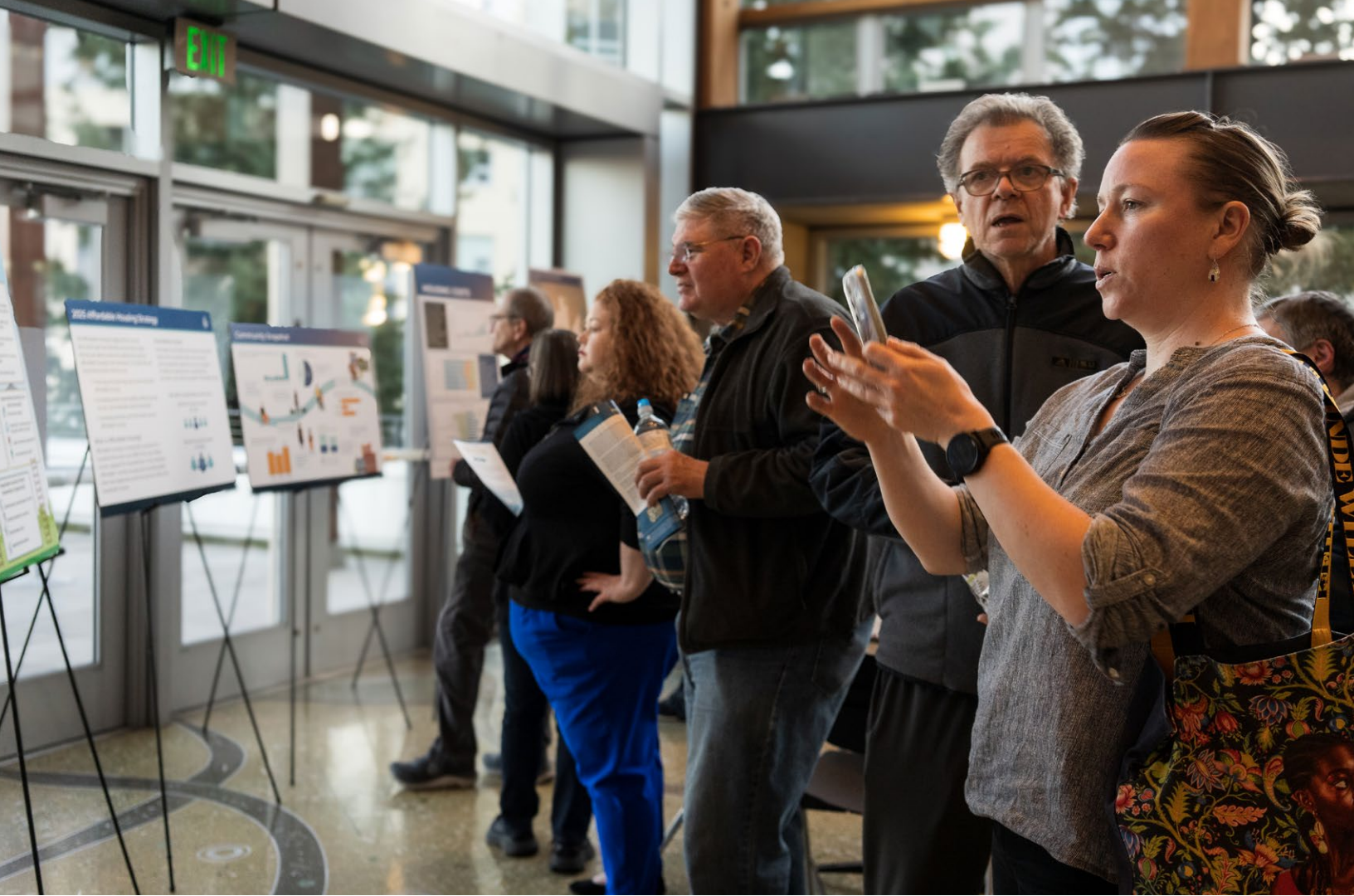
OVERALL THE CITY ENGAGED

- 325 community members at 4 public events
- 60 organizational partners through workshops and presentations
- 209 public survey respondents
- 96 organization survey respondents across two surveys
- 150 people with lived experience through over 30 listening sessions held by 9 community facilitators
- Over 2,000 visitors to the Affordable Housing Strategy online engagement hub



Community feedback strongly affirmed the lack of affordable housing options across income levels. Frequently heard themes across engagement efforts are summarized below, with detailed findings in Appendix C.

- The city should address housing needs urgently through bold and decisive actions and new funding options.
- The city should focus efforts on those who are least served by the private market (<50 percent AMI).
- The ability to stay in one place – either the same home or neighborhood – through one’s life helps people feel like they belong and that they can contribute to their community.
- Housing solutions need to be paired with access to supports, services and neighborhood amenities.
- A variety of affordable housing types are needed to address the needs of different populations, including seniors, families, and those with disabilities.
- Affordable housing needs to be sited, designed and operated with the residents in mind and to enhance the surrounding neighborhood.
- Navigating the process of finding affordable housing is complex and even more challenging for those in crisis or do not speak English as a first language.



- The city needs to simplify codes and regulations to help developers and providers to focus on meeting affordable housing needs.
- The city should actively seek out public-private partnerships to scale up the production of affordable housing.
- The city has an opportunity to build community-wide support for more housing through education and information

The feedback and stories provided were used to give context for the Strategy, identify challenges and opportunities, and refine and prioritize actions. The themes are reflected and incorporated throughout the Strategy.

The Context

What is an Affordable Housing Strategy?

An Affordable Housing Strategy is a strategic plan that helps a city meet the housing needs of people at all income levels and life stages and implements the vision, goals, policies contained in the City's Comprehensive Plan. It connects broad community priorities with practical actions to ensure that Bellevue's efforts align with regional housing needs and support equity and quality of life.

The Affordable Housing Strategy draws on the City's Strategic Target Areas and is closely tied to the Housing Element of the Comprehensive Plan. The Comprehensive Plan provides overall direction for increasing housing choices, maintaining affordability and supporting residents with unique needs. The Strategy builds on this direction by outlining specific steps the city can take to advance its housing goals.

Implementation of the Affordable Housing Strategy is carried out by multiple city departments. Progress is centrally tracked to ensure work responds to short- and long-term needs and actions can be adjusted as needed. Implementation happens in close collaboration with nonprofit organizations, private developers, service providers, employers, and regional partners.

Why Have a Strategy?

Under the Growth Management Act, Bellevue is required to plan for and accommodate housing affordable to all income levels and reduce barriers to affordable housing. The Comprehensive Plan includes high-level policy direction on ways to meet the housing needs of the entire community including for those requiring subsidized or supportive housing options.

Beyond these requirements, housing is a community and council priority, and the need for more affordable housing is felt locally. The availability of housing that meets their needs and housing that people can afford are some of the top concerns expressed by Bellevue residents and community members.

WHAT IS A STRATEGIC PLAN?

A strategic plan, also called a functional plan, translates the City's Comprehensive Plan into action. It turns broad policy goals into steps that guide daily decisions, program design and public and private investments. Strategic plans give clear direction for a specific topic. They list actions, timelines and priorities based on the Comprehensive Plan's long-term vision. These plans offer focused, specific and actionable direction to turn that vision into real progress. The Affordable Housing Strategy is one of the City of Bellevue's strategic plans.

WHAT IS AREA MEDIAN INCOME?

Area Median Income (AMI) is calculated and published annually by the U.S. Department of Housing and Urban Development (HUD) annually and is used as a standard measure of affordability.

Eligibility for housing reserved for extremely low, very low, and low income households is based on household income. (AMI) is the benchmark used to determine what a household earns and what they can afford.

Area Median Income is the midpoint income where half of households make more and half of households make less. It is calculated for different household sizes so, for example, the AMI for a single-person household is less than the AMI for a household with 3 people.

Bellevue's AMI is based on King, Pierce, and Snohomish counties. In 2025, AMI for a household of four is \$157,100. The AMI in this region is high due to the constrained housing market and high-wage earners.

Household Size	30% AMI	50% AMI	80% AMI
1 person	\$33,050	\$55,000	\$84,850
2 person	\$37,750	\$62,850	\$96,950
3 person	\$42,450	\$70,700	\$109,050
4 person	\$47,150	\$78,550	\$121,150

Figure 3: Area Median Income by Household Size, Seattle-Bellevue Metro Area (HUD, 2025)

Implementation of the 2017 Affordable Housing Strategy demonstrated the city's ability to meet a moderate housing target when guided by clear goals and coordinating with many partners. The 2026-2032 Affordable Housing Strategy provides a roadmap that supports community priorities and helps expand access to housing in Bellevue for residents across all income levels.

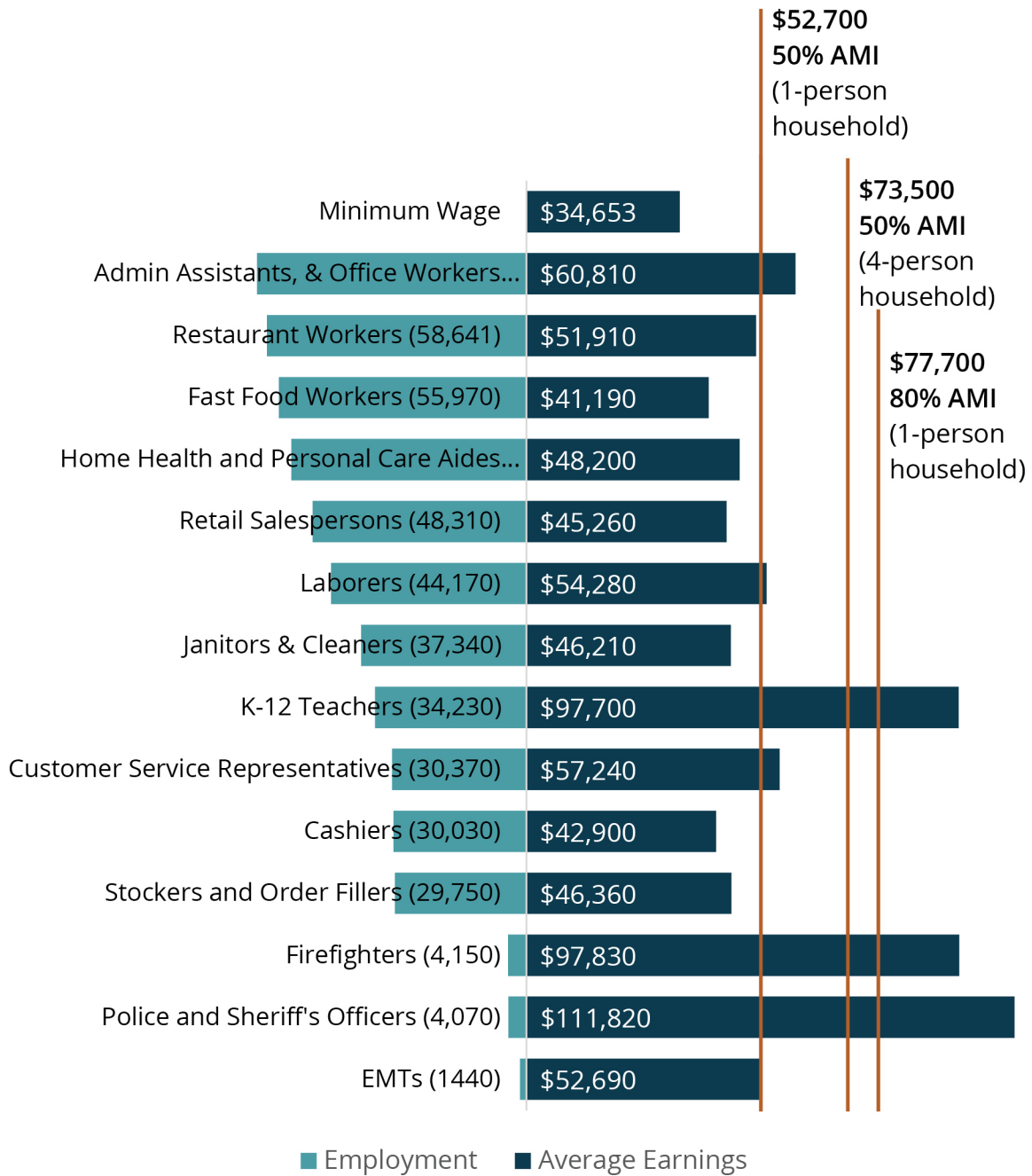
The Need for Affordable Housing

Bellevue's and the region's growth over the past decades have put pressure on the housing market as supply has not kept up with demand. Housing costs have been increasing much faster than people's incomes, causing more and more people to be overly burdened by the cost of housing.

Because of this, Bellevue community members – residents, workers, students, and caregivers – are experiencing impacts of unaffordability, housing instability, and limited access to housing that meets their needs. Even those who work full time jobs that support the Bellevue community may struggle to afford housing to rent on the private market. For those with limited or fixed incomes or those experiencing hardship, options in Bellevue are few and far between.

Additionally, for a growing proportion of residents, homeownership in Bellevue is out of reach, even for those with moderate incomes. This reinforces persisting inequities of ownership rates, with the lowest homeownership rates for Black or African American and Hispanic or Latino households.

Figure 4: Occupation Employment and Wages, Seattle-Tacoma-Bellevue (2024, BLS)





The Spectrum of Need

There are a spectrum of housing needs that cities plan for and support. While most people rent or own their home through the private real estate market, the affordability crisis is making that increasingly difficult. Cities need to provide more supportive housing options for people who are experiencing crisis or hardship.

The spectrum of support may include a person renting through a non-profit or social housing program that provides additional services and supports. It may also be a household renting a unit reserved for lower incomes in a market-rate building. Or, a household looking to buy a home might participate in an affordable homeownership program that allows them to purchase a home at a lower price point in exchange for a cap on ownership equity to limit the resale price.

Meeting the affordable housing need expands the spectrum of options available to serve those needing different types of housing and supports at various life stages and circumstances.

Figure 5: Spectrum of Housing

Type of Housing	Housing Category	Type of Structure	Who it Serves	General Income Levels
NON-MARKET HOUSING	Emergency Shelters	Nightly shelters, extreme weather/warming shelters	People in crisis, people with insufficient housing resources	0-30% AMI
	Transitional Housing	Temporary housing *(under a year) with supportive services	People move out of homelessness	0-30% AMI
	Supportive Housing	Group homes, assisted living, long term housing with supportive services	People needing assistance to live independently	0-80% AMI
	Non-Market Rental Housing	Nonprofit and public rental housing	People who can't afford market rate rents	30-80% AMI
	Non-Market Affordable Homeownership	Nonprofit and public affordable homeownership	People who can't afford homeownership on the market	60-120% AMI
MARKET HOUSING	Rental Housing	Apartment buildings, rented condos, housings, ADUs, etc.	People who prefer renting or can't afford home ownership	80% -120% AMI
	Home Ownership	Condos, single-family homes, duplexes, etc.	People who can afford homeownership on the market	120% AMI and over

Affordable Housing Strategy

DOES THE AHS ADDRESS HOMELESSNESS?

The Affordable Housing Strategy is one part of the city's larger effort to prevent homelessness and keep people housed by increasing the supply of deeply affordable housing.

Nationwide, studies have shown that lack of affordable housing is a primary cause of homelessness. While various difficulties can contribute to an individual becoming homeless, the only factors that consistently predict homelessness rates in cities across the United States are the cost of housing and vacancy rates. Without fail, where housing costs more and there are less vacancies, there is more homelessness. This indicates that affordable and accessible housing is the key to addressing homelessness.

While the Affordable Housing Strategy will likely prevent homelessness through permanent housing solutions, it is not intended to be a strategy for comprehensive homelessness response. Some additional actions that the city is taking to prevent and respond to homelessness include:

- Funding for nonprofit organizations serving people experiencing homelessness
- Funding for shelters
- Funding for subsidized housing and related supportive services
- Employing outreach staff to connect people experiencing homelessness to housing and services
- Partnering with neighboring communities and regional agencies
- implements supportive services including a safe parking program
- Piloting initiatives to address emerging issues including safe parking
- Collaborating with the King County Regional Homelessness Authority on cold weather response and other regional homelessness interventions

To update the Affordable Housing Strategy, the city engaged with community members, subject matter experts, and partner organizations; reviewed progress to date and best practices; and updated targets and goals to align with housing needs and new policy direction from the Comprehensive Plan.

The Affordable Housing Strategy Update is focused on **strategies** to put Bellevue on a path towards achieving its housing goals. The Strategy builds on Bellevue's efforts to date and focuses on new and expanded strategies to implement over the next seven years while allowing for flexibility to make adjustments as conditions change. This plan does not include a comprehensive list of every housing initiative across Bellevue.

The strategies are divided into the five goal areas: **Affordable Housing, Housing Equity, Housing for Unique Needs, Housing Stability, and Housing Supply and Diversity.**

Each strategy is supported by one or more specific actions, ranging from code amendments to new or modified city programs, advocacy efforts, and enhanced communication tools. Actions are outlined with the separate **Affordable Housing Action Plan**, the companion document to the Strategy.

All strategies were evaluated to determine the approximate estimated cost and benefit of implementation. **High-priority actions** are identified within the Affordable Housing Action Plan to implement over the seven-year planning period. These are highest impact action that are closely aligned with city goals.

The following chapters outline the strategies and illustrate how implementation over the next seven years can put Bellevue on a path to achieving its goals.





Affordable Housing

Goal Statement

Increase the supply of income-restricted affordable housing in Bellevue.

What is this goal about?

This goal is about addressing Bellevue's shortage of housing affordable to people earning less than 80 percent AMI by creating and preserving more income-restricted affordable housing. The largest need for affordable housing is for households who make under 50 percent AMI.

As a local government, three important ways in which the city can influence affordable housing production and preservation is through its resources, regulations and affordable housing programs. This strategy focuses on ways to leverage these elements to build more, and more deeply affordable, housing as fast as possible.

Strategies within this goal area include:

- Preserving buildings and acquiring land for affordable housing
- Finding new resources and financing mechanisms affordable housing
- Reducing costs and timelines for affordable housing
- Expanding affordable housing programs, which include affordability requirements, density bonuses, and multi-family tax exemptions.

NATURALLY OCCURRING AFFORDABLE HOUSING

Naturally occurring affordable housing (NOAH) refers to housing that is not income-restricted or subsidized by public programs and that is priced relatively affordably compared to the regional housing market. This housing usually includes older apartment complexes, older single-family homes, and housing in manufactured housing communities, all of which typically have lower rent or purchase prices than newer developments.

Why is this goal important?

Additional tools and resources are needed in order to achieve the city's affordable housing target and meet the local need for affordable housing.

The high cost of housing has wide-ranging impacts on the Bellevue community. As housing instability increases, families may face challenges such as impacts on children's wellbeing and academic performance. Seniors may struggle to remain in the community they have called home for decades. Workers who cannot afford to live near their jobs often face long commutes adding to congestion, while employers face difficulties retaining staff. These are just a few examples of the way that housing unaffordability can impact the well being of a community.



Building more quality affordable housing, including both deeply affordable and more supportive options to those targeted toward the workforce, helps more people to be able to contribute to the Bellevue community. It also reduces displacement and supports aging-in-place by providing affordable options for people and households to stay in their community as their needs evolve.

Metrics

Outcome	Metric	Target
Increase housing affordable for extremely low-income households	Build or preserve units affordable under 30% AMI	2,700 affordable units between 0-30% AMI (2026-2036)
Increase housing affordable to very low-income households	Build or preserve units affordable at 30-50% AMI	1,450 affordable units between 30-50% AMI (2026-2036)
Increase housing affordable to low-income households	Build or preserve units affordable at 50-80% AMI	1,550 affordable units between 50-80% AMI (2026-2036)

Strategies

AH.1 Acquire and rehabilitate Naturally Occurring Affordable Housing (NOAH)

Provide loans, funding, and proactive tools to acquire, preserve, and rehabilitate at-risk homes affordable naturally on the market.

AH.2 Acquire property to bank and develop for affordable housing

Establish processes to identify, purchase and hold properties for affordable housing development.

AH.3 Assess and shore up existing affordable housing portfolio

Evaluate operations and maintenance needs of existing affordable housing and prevent loss of units through organizational partnerships and policy development.

AH.4 Create a permissible land use code for affordable housing

Update land use code to reduce barriers, increase flexibility, and streamline development of affordable, middle, supportive, and homeless housing.

AH.5 Ensure affordable housing around new light rail stations

Acquire and assemble properties near transit to ensure future affordability and support equitable TOD development.

AH.6 Support affordable housing development on property owned by public agencies, faith-based, and non-profit housing entities

Provide incentives, funding, and pre-development support to nonprofit, public agency, and faith communities for projects that create affordable housing.

AH.7 Explore new local revenue sources and financing tools

Explore ways to get new funding through mechanisms like credit programs, partnerships, bonding, levies and state advocacy to expand affordable housing resources.

AH.8 Reduce costs and timelines for affordable housing

Streamline permitting, expand fee waivers, exempt projects from review, and provide technical support to lower development costs and improve development timelines for affordable projects.

AH.9 Strengthen partnerships within the affordable housing system

Support partnerships and tenant services within and across the affordable housing system through advocacy, coordination, and working with diverse partners to support affordable housing outcomes and the workforce.

AH.10 Expand and monitor affordable housing programs

Broaden existing programs into more zones, adopt tax incentives, and evaluate performance to improve program outcomes.

AH.11 Leverage city resources for affordable housing

Prioritize surplus land, funding, and capital projects to advance affordable housing and maintain a strategic 5-year financial plan.



Housing Equity

Goal Statement

Eliminate disparate impacts in housing by race, ethnicity, status, sexual orientation, ability and income.

What is this goal about?

True housing equity means that a person's identity (White, female, disabled, etc.) does not predict housing outcomes, like rates of cost-burden, homeownership or eviction. As a goal, housing equity is about removing systemic barriers that reinforce disparate housing outcomes and discriminatory practices (past or present) that keep people from obtaining housing that is suitable for their needs. Housing equity recognizes that marginalized and underserved communities have systemically excluded from or underserved by local government and community decisions and have faced systemic disadvantages and discrimination due to their identity.

Geographic equity of affordable units is a key factor in promoting housing equity. One's income limits the locations where they can afford housing. Those with lower incomes are often subject to locations with higher environmental hazards such as air and noise pollution or cannot live in their chosen neighborhood in proximity to family, work, linguistic or social groups.

State and regional planning policies require jurisdictions to identify housing policies and regulations that result in racially disparate impacts, displacement, or exclusion and to engage in the work of undoing those impacts. Local governments are obligated to counteract this long history of discrimination and ensure that in the future nobody's race, ethnicity, status, sexual orientation, ability or income determines their access to housing that is both affordable and meets their needs.

Strategies within this goal area include:

- Enhancing community, education, information and resources
- Local fair housing efforts to reduce instances of housing discrimination
- Affordable homeownership and alternative ownership models

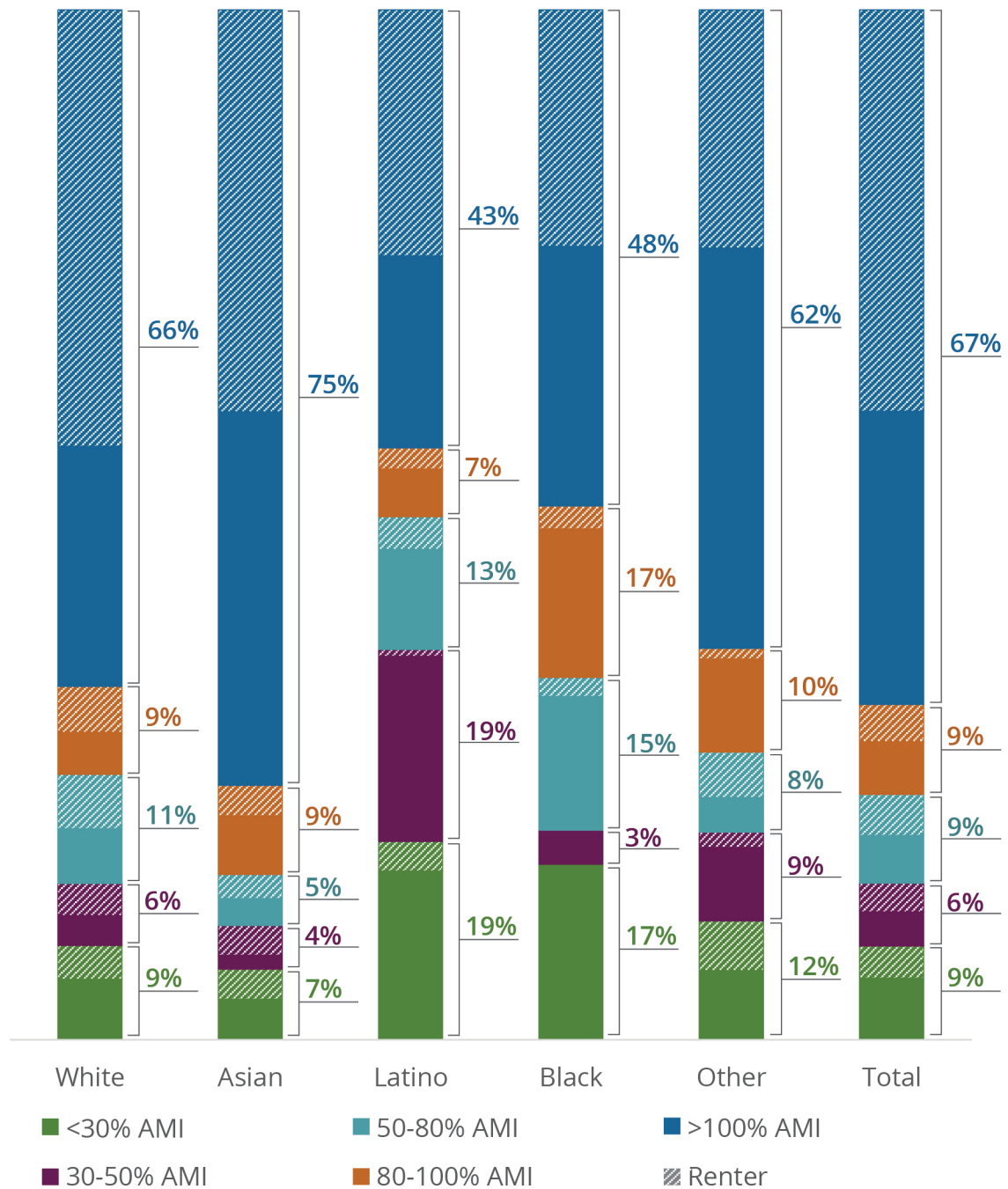
Why is this goal important?

This work is important because historic patterns of discrimination continue to drive differences in housing outcomes between income, racial and ethnic groups. Bellevue acknowledges past and present housing discrimination, inequity and injustice and works to promote housing equity for all moving forward.

In Bellevue, Black and Hispanic residents have, on average, significantly lower incomes than White and Asian residents. Due to a lack of affordable housing, Bellevue's lower-income Black and Hispanic residents are more likely to face difficulties finding housing, housing insecurity or homelessness and displacement.

Housing insecurity is associated with negative impacts to quality-of-life, including stress and individual health, social, and educational impacts. Black and Hispanic families are also less likely to own their home as compared to their White and Asian neighbors, missing out on a key opportunity to build equity and generational wealth (Figure 6).

Figure 6: Income by Race & Ethnicity, Bellevue (2017-2021 CHAS)



In the time-period of the data (2017-2021) people who identified as non-Hispanic black represented 2.7% ($\pm 0.7\%$) of the City of Bellevue's total population. As such, the data represented in that category has a high margin of error.

While formalized discrimination based on factors such as race, ethnicity, religion and gender were outlawed through the National Fair Housing Act, adopted in 1968, less explicit forms of discrimination have continued to occur nationwide to the present day. Many of these more subtle forms of discrimination can be found in housing practices, whether that is through realtors steering prospective buyers away from specific neighborhoods or through land use laws. Figure 7 illustrates a timeline of racial inequities in Bellevue's past.

Metrics

Outcome	Metric	Target
Increase affordable homeownership opportunities	Build or preserve affordable homeownership units	75 affordable homeownership units (2026-2032)
Ensure affordable housing is available in every neighborhood	Each of Bellevue's 16 neighborhoods have housing units affordable to those making <80% AMI	At least 10% affordable to those making <10% AMI

Strategies

HE.1 Community education, information, and resources

Improve communication and educational tools to build understanding, track progress, and increase housing stability across Bellevue.

HE.2 Ensure fair housing outcomes in Bellevue

Assess, update, and enforce fair housing codes and practices to eliminate disparities and reduce exclusionary barriers.

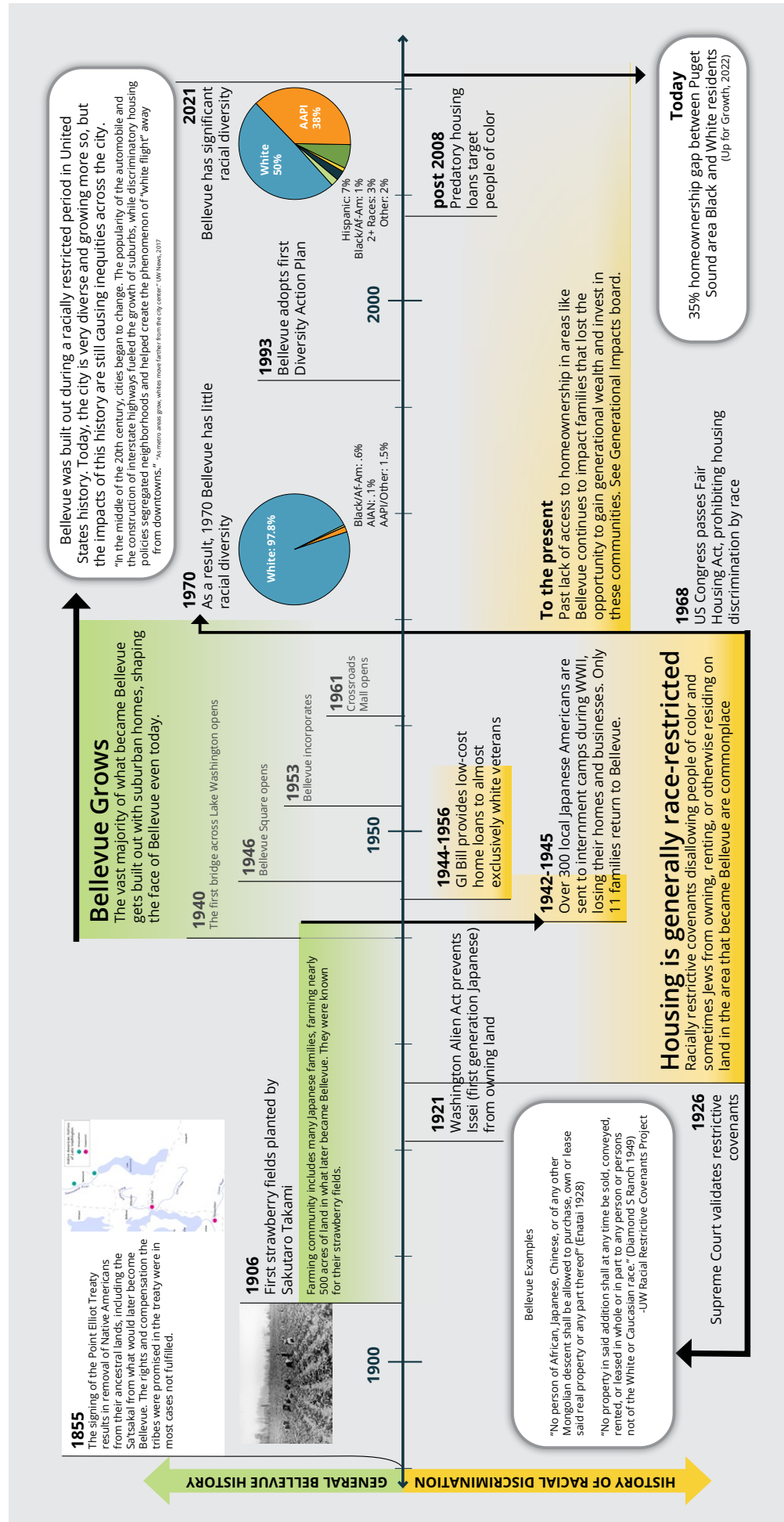
HE.3 Support alternative ownership models

Expand affordable homeownership through funding, insurance reform, incentives, and support for cooperative or community-led housing models.

HE.4 Develop inclusive policy making structures

Engage those most affected by housing challenges in decision making by reducing barriers to participation.

Figure 7 Timeline of racial inequities in Bellevue's past





Housing Stability

Goal Statement

Increase the ability of low- and moderate-income households to live stably in their home and neighborhood.

What is this goal about?

Housing stability is about the ability to live stably and safely in their home and neighborhood. This goal is about programs and policies to assist people to remain stably housed and minimize risks of displacement and homelessness.

People may lose their housing for a variety of reasons, such as redevelopment or rent increases beyond their ability to pay. Comparable affordable housing may not be available in Bellevue. Lower-income and fixed-income people, especially seniors, who have owned their homes for a long time but can no longer afford to live there because of increased costs (e.g. maintenance, taxes, utilities) may be unable to find an affordable alternative that allows them to remain in their communities.

Strategies within this goal area include:

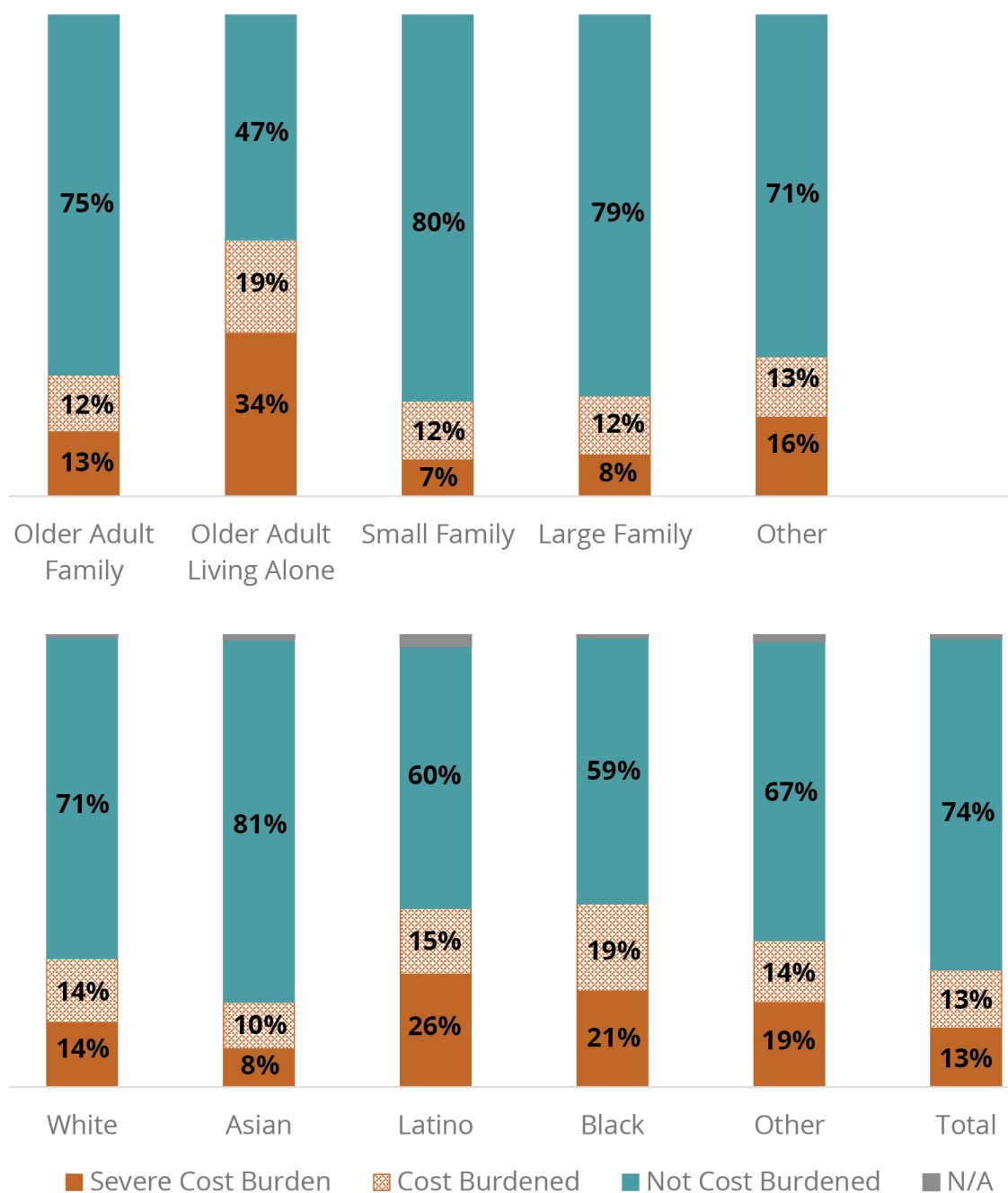
- Policies and programs to support individual stability
- Easing access into the affordable housing system
- Creating and expanding programs to support those on limited incomes like seniors and those experiencing homelessness
- Requirements for landlords to ensure health and safety of rental units

Why is this goal important?

Housing stability is foundational to personal well-being and economic mobility. In Bellevue, increasing rental prices and the limited supply of affordable units have created significant challenges for low-income residents, particularly families with children, older adults, and disabled individuals.

Housing instability affects nearly every aspect of life – from physical and mental health to employment and family stability. In Bellevue, many people are at risk of housing instability by being cost-burdened, meaning they spend more than 30 percent of their household income on housing costs. This is especially true for those making <50 percent AMI, seniors, renters, and Black and Hispanic households (Figure 8 and 9).

Figure 8: Cost Burden by Race & Ethnicity, Bellevue; Cost Burden by Household Type (2017-2021 CHAS)



In the time-period of the data (2017-2021) people who identified as non-Hispanic black represented 2.7% ($\pm 0.7\%$) of the City of Bellevue's total population. As such, the data represented in that category has a high margin of error.



At an individual level, having stable, affordable housing results in better health and quality of life and more household resources for other needs such as groceries, gas, childcare, and school supplies.

At a systems level, stability-focused strategies complement the production and preservation of affordable units by ensuring that existing households can remain securely housed. Housing stability tools reduce strain on social services, promote neighborhood cohesion, and ensure that investments in affordable housing are sustained over time.

Metrics

Outcome	Metric	Target
Decrease cost burden for lowest income households	Reduce the number of below 50 percent AMI households experiencing severe cost burden	At least 2% decrease (2026-2032)

Strategies

HS.1 Expand supports for individual stability

Strengthen tenant protections, rental assistance, repair programs, and conflict resolutions to prevent displacement.

HS.2 Increase access to pathways into the affordable housing system

Improve navigation, expand voucher access, streamline applications, and support community-based housing navigation pathways.

HS.3 Strengthen supports for those on limited incomes and at risk of homelessness

Expand funding, rental assistance, vouchers, and relocation programs for extremely low-income residents, seniors, and people with disabilities.



Housing for Unique Needs

Goal Statement

Create more housing available and affordable to those with unique housing needs like seniors, families with children, and people with disabilities.

What is this goal about?

Housing for unique needs refers to housing that meets the needs of populations with specialized requirements such as senior housing or housing for people with disabilities. It also includes housing for unique household types – like families with children or single adults.

As a goal, housing for unique needs is about supporting the development of housing that meets the needs of different households, often through universal design and visitability standards.

- **Universal design** is a system of design that helps ensure that buildings and public spaces are accessible to people with or without disabilities and regardless of age or ability. Examples include step-free entryways and thresholds to ensure that entrances are accessible for wheelchairs, strollers, and mobility devices; wide hallways and doorways which provide circulation space for mobility assistance; and flexible home layouts or designed multi-functional spaces that can adapt over time to different household needs.
- **Visitability** is an element of universal design that focuses on incorporating core accessibility features as a routine construction practice into newly built homes that allow homes to be visited by and/or retrofitted to meet the needs of those with disabilities. The three core visitability features are zero-step entrance, doorways with 32 inches of clear passage space, and at least a half bath on the main floor with adequate maneuvering room.

In general, populations in need of these housing types are those who require some assistance in their day-to-day living due to disability, health, age or other circumstances. They may also require housing that is affordable to those on limited or fixed

SUPPORT FOR AGING IN PLACE

Bellevue has a growing and aging community. Housing for older adults was one of the most frequently mentioned community needs in engagement.

Aging in place describes the ability of seniors to be able to remain stable in their home or neighborhood and is reflected throughout the strategies in this document.

Universal design and visitability standards provide long-term benefits by supporting the ability of seniors to find housing options as their mobility, health, or other needs change.

Other strategies address the needs of seniors by creating more affordable housing options, supporting home repair and weatherization efforts, and supporting rental assistance for those on fixed incomes.

incomes. Providing housing types that are affordable, accessible and available to people at any stage of life means that any individual or household can find a home that meet their needs.

Strategies within this goal area include:

- Requirements or incentives for integrating inclusive design standards in new development
- Supporting the construction and preservation of family-sized units to meet community demand
- Promoting accessible design standards

Why is this goal important?

Housing supporting unique needs advances social inclusion by ensuring that people with disabilities, older adults, and families with children can equally access housing without barriers.

In Bellevue, different populations have unique housing needs. For example, approximately 8 percent of Bellevue’s population is living with a reported disability. Of these, about 40 percent are individuals able to live independently, but who may still require inclusive housing features. Families with children and seniors are fast growing demographics, almost doubling since 1990. While the average household size in Bellevue is smaller than King County, larger families struggle to find housing options, especially affordable to low- and moderate-income households. Seniors living alone is another growing demographic with unique housing needs. These individuals experience high rates of cost burden. Seniors often cannot afford to downsize as there are no comparably priced options that meet their needs in Bellevue.

By designing homes to be inclusive of unique needs, the pool of potential buyers and renters is broadened, making homes more adaptable to a diverse range of household types and life stages.

Metrics

Outcome	Metric	Target
Increase housing opportunities for those with disabilities	Build or preserve units for those with Intellectual and Developmental Disabilities (IDD)	130 affordable IDD units (2026-2032)
Increase housing opportunities for families and large households	Build or preserve affordable family-sized units	800 affordable units with 2 or more bedrooms (8.7% of target) (2026-2032)

Strategies

UN.1 Encourage inclusive design

Promote universal and accessible design standards to make housing more inclusive.

UN.2 Support family sized affordable housing

Prioritize funding and incentives for larger units that meet the needs of families.



Housing Supply & Diversity

Goal Statement

Create more housing in general and more housing types available to meet the needs of people at all stages of life.

What is this goal about?

Bellevue and the Puget Sound Region have an undersupply of housing. An adequate supply of market-rate housing reduces upward pressure on average rents and home prices. This goal is about promoting the development of market-rate housing of various types throughout the city through incentives and regulatory updates. Having a variety of housing types means promoting a spectrum of development that includes accessory dwelling units, cottage housing, townhomes, small-plexes, and apartment buildings of all sizes.

Strategies within this goal area include:

- reducing regulatory and permitting barriers to housing development
- encourage a wide variety of housing types and sizes

Why is this goal important?

Bellevue needs to accommodate new residents through the supply of additional housing units. The Comprehensive Plan sets a goal of 35,000 additional housing units within the city between 2019 and 2044. These homes will serve households across the income spectrum, from deeply affordable units to market-rate and beyond. Maintaining a housing supply which keeps pace with housing demand can ensure that market rents remain stable.

Public input demonstrates support for diversifying Bellevue's housing stock to encourage a greater mix of housing types throughout the city. A diversity of housing options allows individuals and families to choose the housing that best suits their needs. Housing diversity also allows for various housing arrangements to meet social and cultural needs, such as multi-generational households, as well as aging-in-place as individuals' needs change over time. Allowing individuals and families to age-in-place encourages strong social connections and support systems, promoting both a more robust community and improved life-outcomes.

Metrics

Outcome	Metric	Target
Increase the supply of market rate housing	Build market-rate units	8,300 units (2026-2036)

Strategies

SD.1 Encourage smaller and more homes in low-density residential areas

Revise zoning and streamline lot-splitting to allow more and smaller homes in single-family districts.

SD.2 Reduce costs to build using new models

Encourage innovative construction methods, code changes, and design partnerships to lower housing costs and speed development.

SD.3 Support middle housing in all neighborhoods

Expand access to middle housing by addressing condominium restrictions, offering pre-approved plans, and partnering with lenders.



Conclusion

Implementation and Monitoring

The strategies included in the Affordable Housing Strategy are span multiple departments, policy areas, and goals. They involve changes to city processes and support the achievement of ambitious goals.

The Affordable Housing Strategy provides a framework for the city to align its efforts across the city and its partners. Implementation of the strategies is a One-City effort – actions will be identified on department level work plans and coordinated by a lead department, identified within the Affordable Housing Action Plan.

Implementing departments and partners for the Affordable Housing Strategy include:

- A Regional Coalition for Housing (ARCH)
- Community Development (CD)
- Development Services (DSD)
- Finance and Asset Management (FAM)
- Office of Housing (OOH)
- Parks and Community Services (PCS)
- City Manager's Office (CMO)

Implementation efforts will be prioritized to reflect available resources and current opportunities.

To assess performance and impact of implementation, each goal area includes outcome metrics, which measures overall impact toward the goal, and implementation metrics, which measure progress of activities.

Prioritizing the Work

Implementation of the Affordable Housing Strategy will prioritize high-impact actions that align to the following objectives:

- Creating or preserving under 50 percent AMI units
- Remedying or addressing inequitable outcomes or results
- Improving the effectiveness of existing tools

These objectives were identified and refined with organizational partners during strategy development and used to identify high-priority actions in the Affordable Housing Action Plan. The action plan provides a clear framework for how the city will prioritize actions, phase implementation and track progress.



Conclusion

Creating a more affordable Bellevue is not just about more housing units. It is about creating a more livable, equitable, and welcoming community. The Affordable Housing Strategy aims to create a community where everyone has access to opportunities – a Bellevue meets the housing needs of its diverse population, strengthening neighborhoods and communities.

Building that future will take all of us – city staff, our development community, regional partners, and residents. Together and with bold action, a commitment to a more affordable Bellevue is possible.



Appendix A: Glossary

Accessory Dwelling Unit: A subordinate dwelling unit attached or detached to a single-family structure, duplex, triplex, townhome or other housing unit

Affordable Housing: Housing that is reserved for a household that earns up to 80 percent of the area median income, adjusted for household size; to be considered “affordable,” the monthly housing costs, including utilities other than telephone, must not exceed thirty percent of the household’s income. See: Extremely Low-Income Housing, Very Low-Income Housing, Low-Income Housing and Moderate-Income Housing.

Area Median Income: The annual household income for the Seattle-Bellevue Metropolitan Area as published on an annual basis by the U.S. Department of Housing and Urban Development.

A Regional Coalition for Housing (ARCH): A cooperative undertaking pursuant to an interlocal agreement, whose members include Bellevue, King County and other cities in east King County, formed to preserve and increase the supply of housing for extremely low-, very low-, low- and moderate-income households on the Eastside.

Comprehensive Plan: The city’s long-range plan prepared following the requirements of the Washington Growth Management Act, containing policies to guide local actions regarding land use, transportation, housing, capital facilities and economic development in ways that will accommodate at least the adopted 2019-2044 targets for housing and employment growth.

Disability: Disability, according to the social model, is a condition that arises when the physical, sensory, cognitive or psychological differences of an individual interact with societal structures, norms and environments that are not designed for their inclusion or success. It emphasizes that disability is not solely a consequence of a person’s condition. It is shaped by individuals and systems that place value on people’s bodies and minds based on societally

constructed ideas of normalcy, intelligence and excellence and is also shaped by the extent to which society removes or constructs barriers, promotes or denies inclusion and fosters or denies equal opportunities for those with disabilities

Disparity: A situation in which one group is systematically faring worse than another for reasons that are not due to the group’s needs, eligibility or preferences.

Eastside: A geographic area that includes the King County communities east of Lake Washington

Equity: Equity means that a person’s identity (White, female, disabled, etc.) does not predict personal and social outcomes like income or health. Equitable outcomes are outcomes that are not related to a person’s identity

Extremely Low-income Housing: Housing that is affordable to a household that earns less than 30 percent of the area median income, adjusted for household size. (see also “Low-income Housing” and “Very Low-income Housing”).

Faith-based Organization: An organization that meets the federally protected practice of a recognized religious assembly, school or institution that owns or controls real property including land and permanent and temporary buildings

Homelessness: Broadly speaking, homelessness is the situation of an individual, family or community that lacks stable, safe, permanent, appropriate housing, or the immediate means and ability of acquiring it.

Housing for Unique Needs: Housing that meets the needs of populations with specialized requirements such as senior housing or housing for people with disabilities.

Incentives (Non-Regulatory): Provisions offered by the city to encourage a private property owner to conduct voluntary improvement projects.

Incentives (Regulatory): Regulatory relief or options offered by the city to reduce the adverse economic impact to a property owner from complying with regulations intended to protect the functions and values of critical areas.

Low-income Housing: Housing that is affordable to a household that earns between 50 and 80 percent of the area median income, adjusted for household size. (see also “Extremely Low-income Housing” and “Very Low-income Housing”).

Marginalized Communities: Communities that have been systemically excluded from local government and community decisions and have faced systemic disadvantages and discrimination due to their identity, including Black, Indigenous and People of Color (BIPOC), LGBTQIA2S+ individuals, immigrants and refugees, individuals with limited English proficiency, households with low incomes and people with disabilities. These communities often experience limited access to resources, opportunities and equitable services, leading to disparities in areas such as housing, education, employment and healthcare.

Moderate-Income Housing: Housing that is affordable to a household that earns between 80 percent and 100 percent of the area median income, adjusted for household size.

Nonprofit Organizations: Organizations that operate for a public benefit as defined in 26 USC 501

Qualifying Properties: Multifamily property that is owned by faith-based or non-profit housing entities; or surplus property owned by public entities; or single-family property that is owned by faith-based entities.

Supportive and Transitional Housing: A residential facility intended to house individuals and families experiencing homelessness, or at imminent risk of homelessness and paired with on-site or offsite supportive services designed to maintain long-term or permanent tenancy, or transition the residents to other living arrangements, if appropriate.

Underserved Communities: Communities that have been systemically underserved due to their identity, including but not limited to Black, Indigenous and People of Color (BIPOC), LGBTQIA2S+ individuals, immigrants and refugees, individuals with limited English proficiency, households with low incomes and people with disabilities. The lack of service has often resulted in limited access to resources, opportunities and equitable services, leading to disparities in areas such as housing, education, employment and healthcare.

Universal Design: A system of design that helps ensure that buildings and public spaces are accessible to people with or without disabilities and regardless of age or ability

Visitability: A design approach that incorporates a few core accessibility features as a routine construction practice into newly built homes that allow homes to be visited and/or retrofitted to meet the needs of those with disabilities.

Very Low-income Housing: Housing that is affordable to a household that earns between 30 and 50 percent of the area median income, adjusted for household size. (see also “Extremely Low-income Housing” and “Low-income Housing”).



Appendix B: Implementing the 2017 Strategy



CITY OF BELLEVUE

Implementing the 2017 Affordable Housing Strategy

2017-2023



Implementing the 2017 Affordable Housing Strategy

The Bellevue City Council adopted its Affordable Housing Strategy (AHS) in 2017. The 2017 strategy included 5 overarching strategies and 21 actions to expand affordable housing opportunities in Bellevue. In 2022, Council approved the Next Right Work (NRW) to continue the affordable housing work plan. Next Right Work includes 5 actions with various steps and phases.

The 2017 strategy identified both implementation and performance tracking as key components of the monitoring program. Implementation monitoring tracks which of the AHS actions are being implemented and the extent to which city partners – including other public agencies and private sector entities – are participating. Performance monitoring identifies whether AHS actions are achieving the desired results. Performance indicators for each strategy were identified in the 2017 AHS.

This document summarizes implementation and performance of the five overarching strategies. Each strategy include four components:

1. **Overview:** a summary of key implementation actions and challenges
2. **Performance Metrics:** report of metrics identified as performance measures in the 2017 AHS. Note: Full performance metrics tables reported in Appendix.
3. **Implementation Actions:** list of efforts by AHS actions, includes status and where quantifiable, estimated impact.



Complete



**Ongoing or
Continuous**



No Action

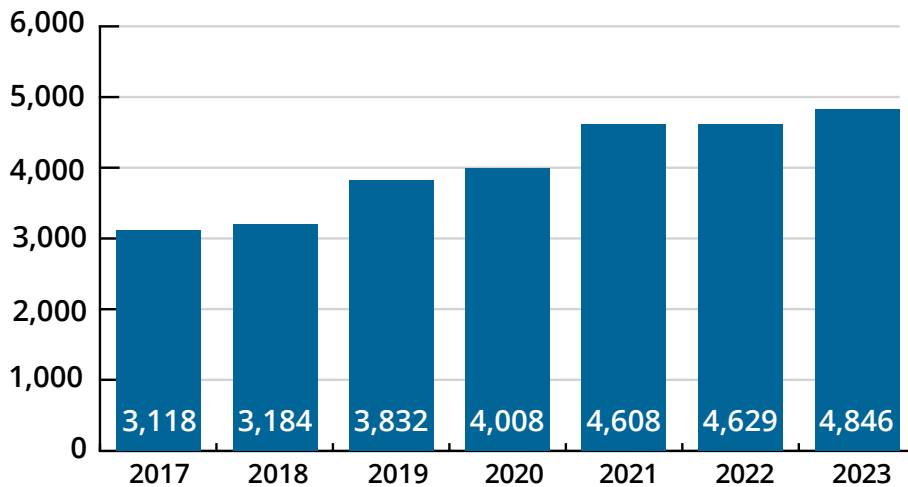
4. **Impact Summary:** cumulative impact of actions reported implementation actions as these can have impact beyond those reported in the performance metrics.

A. Help People Stay in Affordable Housing

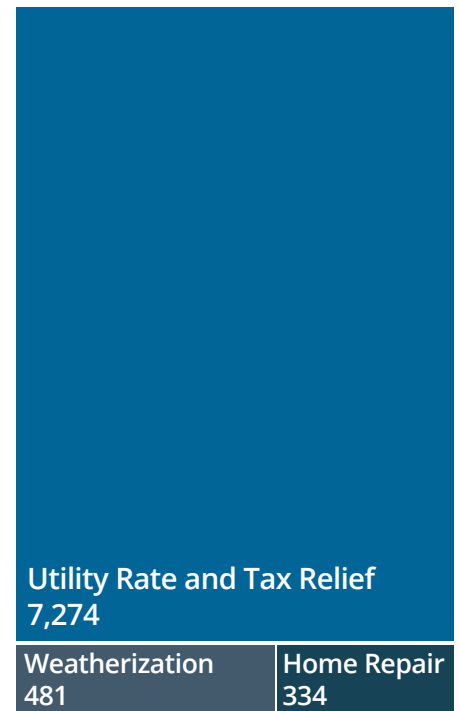
Strategy A addresses issues of housing stability and access with a suite of actions aimed to preserve existing affordable housing and help to stabilize housing costs. The City implements this strategy through a number of actions focused on partnering with nonprofits, preservation and acquisition, and supporting housing stability and improvement programs. Challenges included responding to the COVID-19 pandemic and navigating limited funding availability.

2017 Performance Metrics:

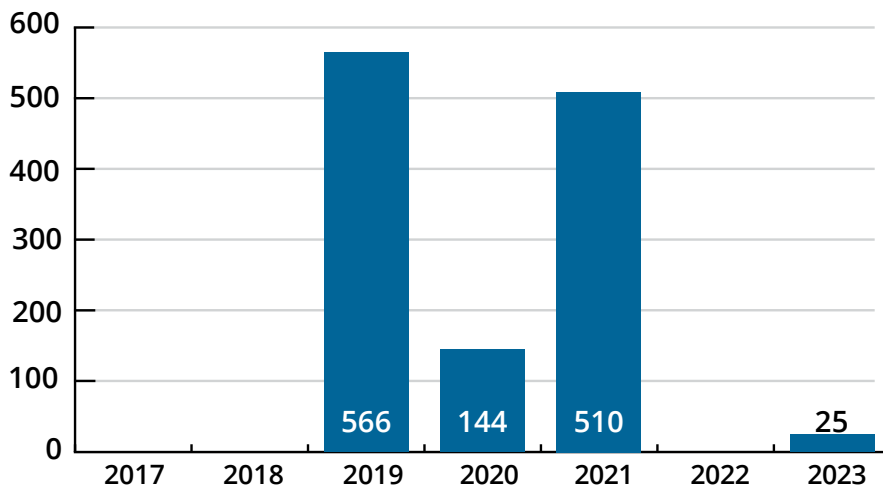
Total number of affordable housing
2017-2023



Households served
by program
2017-2023



Number of existing affordable apartments preserved
2017-2023



Implementation Actions:

A. Help People Stay in Affordable Housing			
Status	Strategy/Action	Year	Impact (If quantified)
	A-1. Partner with non-profit organizations and housing agencies to fund the purchase of existing, affordable multi-family housing to preserve it for the long term		
	Partnered with LIHI to acquire Aventine Apartments (66 units)	2024	66 in-service affordable units
	Partnered with KCHA to acquire Illahee Apartments (36 units)	2021	36 in-service affordable units
	A-2. Advocate for state legislation to extend property tax exemptions to existing multi-family properties that agree to set aside some apartments as affordable		
	Supported state legislation to allow conversion projects to be eligible for MFTE; passed by Legislature ESSSB 6175	2024	
	A-3. Promote programs that provide social and physical support to help seniors and disabled people remain in their homes		
	Change to “Human services contract provided to agencies to support services to seniors and disabled people	2017-2024	
	A-4. Increase funding and expand eligibility for the city’s home repair and weatherization programs		
	Funding is determined by HUD. Loan repayments have naturally grown the amount of funding available.	2017-2024	815 households served
	A-5. Promote energy efficiency in design and construction of affordable units to reduce costs for residents		
	Implementing green building requirements and incentives in Wilburton TOD Area as part of Sustainable District Opportunity Assessment	Ongoing	
	Established the Energy Smart Eastside program to provide heat pumps to low- and moderate-income homeowners in Bellevue and across the Eastside. Program includes retrofits of affordable housing units	2022	100 Bellevue households served

Status	Strategy/Action	Year	Impact (If quantified)
	- Land Use Code Amendments for - East Main Amenity Incentive for Sustainability Factor (LUC 20.25Q.070) - East Main Green and Sustainability Factor (LUC 20.25Q.120)	2021	
	- Land Use Code Amendments - Downtown Amenity Incentive for Sustainability Factor (LUC 20.25A.070) - Downtown Green and Sustainability Factor (LUC 20.25A.120) - BelRed Amenity Incentive for Sustainability Factor (LUC 20.25D.090)	2017	
	A-6. Promote existing utility rate relief, utility tax relief, and property tax relief programs for income-eligible residents		
	Review and extension of utility rate relief and utility tax relief programs	2018	7,274 households served (duplicates included)

Impact Summary

While not every action has a quantifiable impact, information below highlights some of the impact:



102 Affordable Units Preserved under Actions



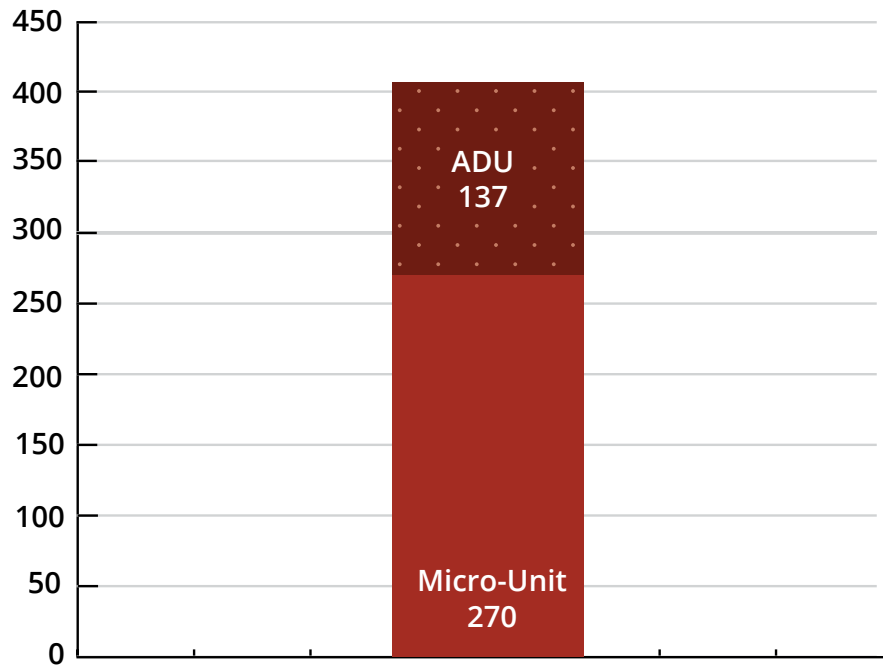
8,189 Households Served under Actions (may be duplicated)

B. Create a Variety of Housing Choices

This strategy focuses on providing for diverse individual housing needs at all stages of life, help to ensure new residents are welcomed, and to ensure that long-term residents have the opportunity to remain in Bellevue. The City continues to implement this strategy primarily by advancing code amendments to encourage diverse housing types.

2017 Performance Metrics:

Number of middle housing permits issued by type
2017-2023



Implementation Actions:

B. Create a Variety of Housing Choices			
Status	Strategy/Action	Year	Impact (If quantified)
✓	B-1. Encourage micro-apartments around light rail stations through actions such as reduced parking requirements		
✓	Adopted LUCA to remove barriers to micro-apartments (NRW)	2023	270 permits
✓	Adopted MFTE code provisions for micro-apartments	2023	

Status	Strategy/Action	Year	Impact (If quantified)
	B-2. Update accessory dwelling unit standards and allow detached units in self-selected neighborhoods		
	Advancing LUCA to revise regulations to allow DADUS and up to 2 ADUs per lot	Ongoing, completion by 6/2025	
	Adopted LUCA to reduce barriers for ADUs and allow AADUs to be sold separately (NRW)	2023	137 permits
	B-3. Promote design in affordable units that ensures accessibility for all ages and abilities (e.g. "universal design")		
	No actions identified		
	B-4. Consider changes to the down payment assistance program for low-income and first-time homebuyers		
	ARCH working with King County and WSHFC on changes to loan terms to increase utilization	Ongoing	
	ARCH conducted analysis on the utilization of the downpayment assistance program but no changes were advanced <i>Note: Program utilization has been low across East King County due to loan terms, limited resources, and high home prices.</i>	2020	1 Bellevue household served

Impact Summary

While not every action has a quantifiable impact, information below highlights some of the impact:



1 Household Served Under Actions (may be duplicated)



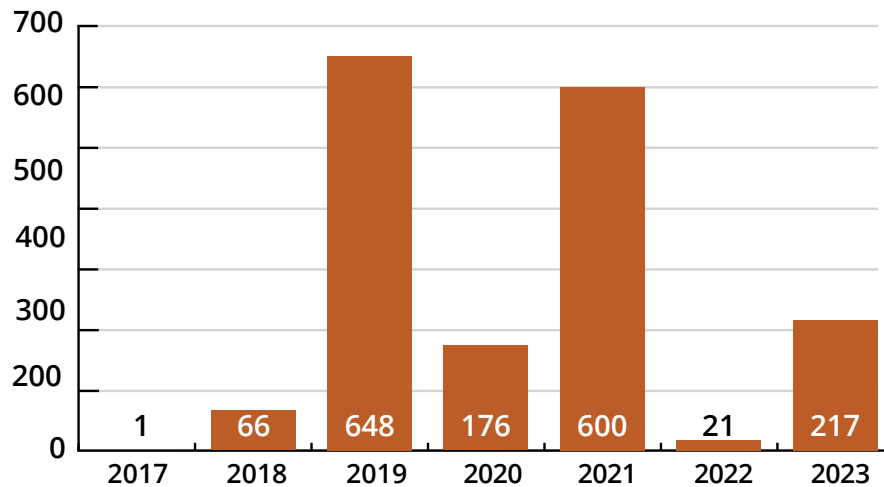
407 Permits Issued Under Actions

C. Create More Affordable Housing

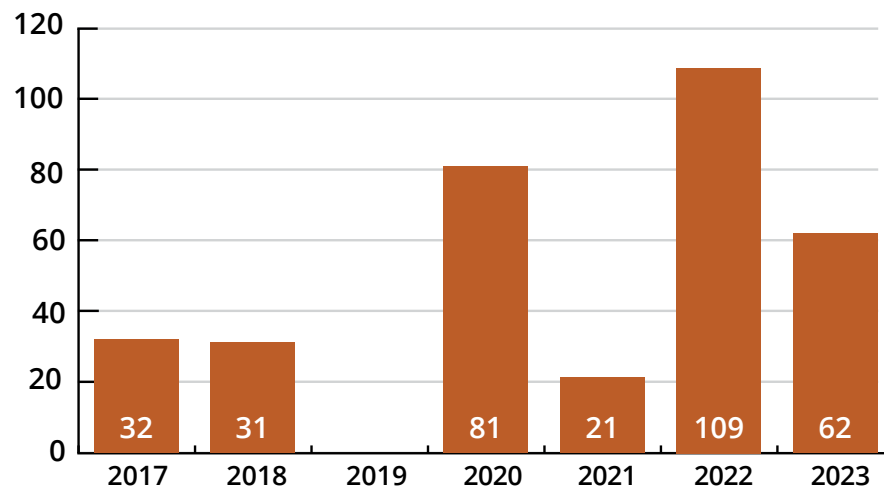
This strategy intends to increase the amount of housing affordable to people at lower and moderate-income levels. The City continues to implement this strategy by leveraging resources for affordable housing development and recalibrating the City's affordable housing incentive programs.

2017 Performance Metrics:

Total number of affordable housing units
produced/preserved in Bellevue
2017-2023



Number of affordable apartments created through MFTE
2017-2023



Implementation Actions:

C. Create More Affordable Housing			
Status	Strategy/Action	Year	Impact (If quantified)
	C-1. Increase development potential on suitable land owned by public agencies, faith-based and nonprofit housing entities for affordable housing		
	Adopted Phase 2 LUCA for C-1 faith-based properties	2023	25 pipeline affordable units
	Adopted Phase 1 LUCA for C-1 faith-based properties	2021	7 pipeline affordable units
	Provided funding for workforce affordable housing and permanent supportive housing at the Eastgate campus, on what was originally surplus county land	2019, 2020	452 in-service affordable units
	C-2. Develop affordable housing on suitable surplus public lands in proximity to transit hubs		
	Evaluating surplus sites, including the BelRed, Metro, and Lincoln sites, for development potential and exploring development partners	Ongoing	
	Provided funding for Bridge Housing's project on surplus Sound Transit OMFE site	2023/2024	234 pipeline affordable units
	Evaluated city-owned property for surplus potential and suitability for affordable housing	2018	
	Updating facilities plan to assess municipal operations and opportunities for colocation of housing with capital facilities.	Ongoing, est. completion by 3/2025	
	C-3. Update existing tax exemption programs for affordable housing to increase participation by developers of new housing		336 in-service and pipeline affordable units
	Updated and simplified MFTE program for affordable housing	2021	
	Updated and expanded MFTE program for affordable housing	2018	

Status	Strategy/Action	Year	Impact (If quantified)
	C-4. Inclusionary zoning: increase zoning as incentive to provide affordable units in new development		
	Advancing code amendment to increase residential FAR in targeted mixed-use areas of the City including implementation of a voluntary or mandatory affordable housing program	Ongoing, est. completion fall 2025	
	Adoption of Downtown Interim Official Control to increase production of residential and affordable housing units in Downtown	2023	~287 pipeline affordable units
	East Main LUCA incentives for affordable housing	2021	
	Eastgate LUCA incentives for affordable housing	2017	
	Downtown Livability LUCA including incentives for affordable housing	2017	44 in-service affordable units
	C-5. Reduce costs of building affordable housing (e.g. code amendments, lower fees, reduced parking, city-funded street improvements)		
	Developing an expedited permitting program for affordable housing (NRW)	Ongoing, est. completion in 2025	
	Lowered permit and inspection fees for affordable housing through the Affordable Housing Fee Reduction program (See NRW)	2023	367 pipeline affordable units
	Reduced parking minimum requirements near transit stations	2021, Ongoing, estimated completion in 2025	

Impact Summary

While not every action has a quantifiable impact, information below highlights some of the impact:



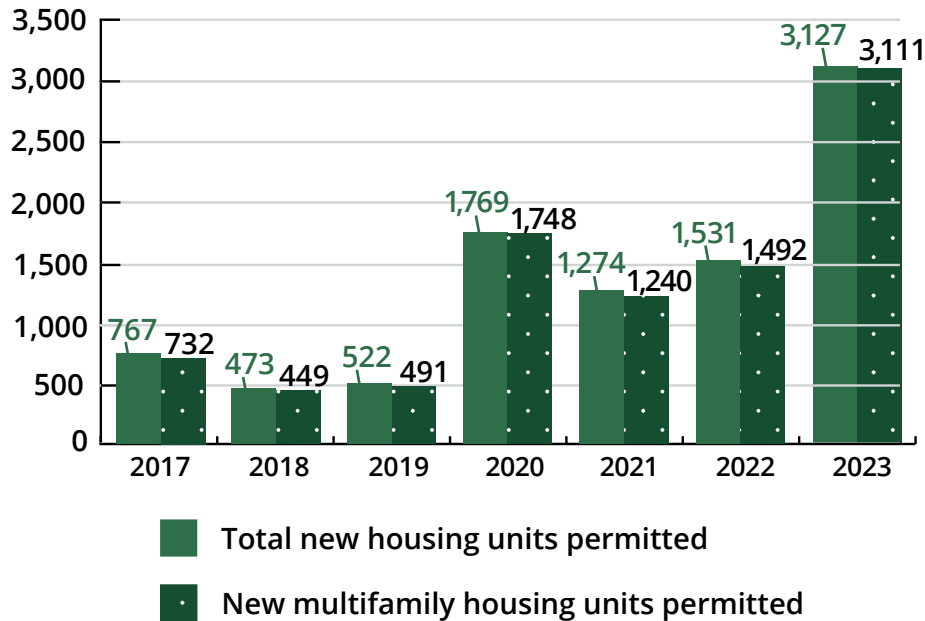
1,593 Affordable Units Produced Under Actions

D. Unlock Housing Supply by Making It Easier to Build

This strategy seeks to increase the total amount of housing in Bellevue to better meet market demand and relieve pressure on overall cost of housing. The City continues to implement this strategy through actions that streamline processes and reduce the cost and time to build

2017 Performance Metrics:

Number of new housing units permitted
2017-2023



Implementation Actions:

D. Unlock More Housing Supply by Making It Easier to Build			
Status	Strategy/Action	Year	Impact (If quantified)
	D-1. Revise codes to reduce costs and process time for building multi-family housing		
	Establishing clear and objective design standards and reducing process time LUCA	Ongoing, completion by 6/2025	
	Reducing regulatory barriers for converting existing commercial buildings to residential, or adding additional density within existing residential buildings LUCA	Ongoing, est. completion 3/2025	

Status	Strategy/Action	Year	Impact (If quantified)
✓	Reduced parking minimums near transit	2021	
✓	LUCA for zero lot line townhome regulations	2021	
✓	D-2. Advocate for amendments to state condo statutes to rekindle interest in condominium development		
✓	Amendments to state condominium statutes to increase condo development passed	2019	
↔	D-3. Change the city's approach to density calculations in multifamily zones to allow more flexibility in unit size and type		
↔	Advancing code amendment to increase residential FAR in targeted mixed-use areas of the City including implementation of a voluntary or mandatory affordable housing program	Ongoing, est. completion by fall 2025	
✓	Adoption of Downtown Interim Official Control to increase production of residential and affordable housing units in Downtown	2023	~287 pipeline affordable units

Impact Summary

While not every action has a quantifiable impact, information below highlights some of the impact:



287 Affordable Units Produced by Actions

E. Prioritize State, County and Local Funding for Affordable Housing

This strategy expands the type and amounts of funding available to support affordable housing. The City continues to implement this strategy by authorizing new local funding sources for affordable housing, partnering with local institutions, and through state and federal advocacy.

2017 Performance Metrics:



For every \$1 spent from the ARCH Housing Trust Fund, over \$13 were leveraged from other public and private investments.

Bellevue dollars invested by funding program 2017-2024

Housing Stability Program
\$21,821,579

Housing Trust Fund
\$5,639,438

Implementation Actions:

E. Prioritize State, County, and Local Funding for Affordable Housing

Status	Strategy/Action	Year	Impact (If quantified)
	E-1. Tap additional local sources to dedicate more funding to affordable housing (e.g. reallocation of general fund and/or REET, increase of property tax and/or business & occupation tax, bonds)		
	▪ Contributed \$2 million/year for capital investment contingency funds for affordable housing through 2027	2022 -2024	
	▪ Committed SHB 1406 revenue to the ARCH Housing Trust Fund	2023-2024	\$1,538,000 dollars invested

Status	Strategy/Action	Year	Impact (If quantified)
	Established the Housing Stability Program annual award process using HB 1590 revenue	2022-2024	\$21,821,579 capital dollars invested
	Committed general funds to the ARCH Housing Trust Fund	2017-2024	\$2,184,000 dollars invested
	E-2. Pursue funding partnerships with employers, financial institutions, foundations, and others		
	Amazon partnered with LIHI and City to fund acquisition of Aventine in downtown Bellevue	2024	66 in-service affordable units
	Amazon and Microsoft partnered with KCHA to rehab and extend affordability of KCHA properties	2019-2021	1,132 in-service affordable units
	Microsoft's Urban Housing Ventures fund helped acquire and preserve two properties	2021	52 in-service affordable units
	Microsoft committed investments to Plymouth Crossing and Porchlight	2021	95 in-service affordable units and 100 in-service shelter beds
	Amazon partnered with City and KCHA to acquire and rehabilitate Illahee Apartments	2020	36 in-service affordable units
	E-3. Advocate for legislative actions that expand state and local funding tools.		
	Included locally authorized REET as legislative priority	2024	
	Authorized SHB 1406, allowing the city to collect ~\$650,000/year for 20 years to fund affordable housing for those making <60% AMI	2020	\$31,618,122 of revenue collected
	Authorized HB 1590, allowing the city to collect ~\$11 million/year to fund affordable housing and services for certain populations making <60% AMI	2020	\$1,931,288 of revenue collected

Impact Summary

While not every action has a quantifiable impact, information below highlights some of the impact:



95 Affordable Units Produced Under Actions

1,251 Affordable Units Preserved Under Actions



21,825,301 Dollars Invested Under Actions

Next Right Work & Other Housing-Related Implementation

Next Right Work was initiated in 2022, following the completion of the majority of the 2017 Affordable Housing Strategy. These actions intend to further increase housing opportunities and diversity. The City has ongoing work on three actions, but anticipate these to be completed in 2025. Other notable housing-related implementation beyond the scope of the Affordable Housing Strategy actions are also noted below

Status	Strategy/Action	Year	Impact (If quantified)
	Next Right Work		
	Increased FAR Phase 2: Mixed Use Areas	Ongoing, est. completion fall 2025	
	Encourage Middle Housing Phase 2: Middle Housing <i>Note: included above as "Advancing code amendment to increase residential FAR in targeted mixed-use areas of the City including implementation of a voluntary or mandatory affordable housing program (NRW)"</i>	Ongoing, completion by 6/2025	
	Internal process improvements to simplify and expedite permitting for affordable housing <i>Note: included above as "Developing an expedited permitting program for affordable housing (NRW)"</i>	Ongoing, est. completion in 2025	
	Micro apartment LUCA	2023	270 permits
	Increased FAR Phase 1: Downtown; <i>Note: Included above as Adoption of Downtown Interim Official Control to increase production of residential and affordable housing units in Downtown</i>	2023	~287 pipeline affordable units
	Reduced fees for affordable housing <i>Note: included above as "Lowered permit and inspection fees for affordable housing through the Affordable Housing Fee Reduction program (NRW)"</i>	2023	367 pipeline affordable units
	Encourage Middle Housing Phase 1: ADU Reform <i>Note: included above as "Adopted LUCA to reduce barriers for ADUs and allow AADUs to be sold separately (NRW)"</i>	2023	137 permits
	Maximize SEPA categorical exemptions to simplify and expedite permitting for affordable housing	2023	

Status	Strategy/Action	Year	Impact (If quantified)
	Align city code for unit lot subdivisions to simplify and expedite permitting for affordable housing	2023	
	Other Notable Housing-Related Implementation		
	Reestablished Housing ACCORD Program in Bellevue Dispute Resolution Center	2020, 2023	3,713 households served (duplicates included)
	Adopted permanent supportive housing, transitional housing, emergency housing, and emergency shelter land use code amendments to allow these use types in more land use districts	2022	
	Requested and received state earmark for Illahee acquisition	2022	36 in-service affordable units

Impact Summary

While not every action has a quantifiable impact, information below highlights some of the impact:



690 Affordable Units Produced/Preserved Under Actions



3,713 Household Served Under Actions (may be duplicated)



407 Permits Issued Under Actions

Full 2017 Implementation Metrics

Strategy A Metrics	2017	2018	2019	2020	2021	2022	2023	Total
Total number of affordable housing units	3,118	3,184	3,832	4,008	4,608	4,629	4,846	1,728
Number of existing affordable apartments preserved	-	-	566	144	510	-	25	1,245
Number of households served by home repair	32	72	65	37	39	36	53	334
Number of households served by weatherization (single family)	-	3	6	1	1	1	1	13
Number of households served by weatherization (multifamily)	131	337	-	-	-	-	-	468
Number of households served by utility rate and tax relief	1,062	1,004	1,068	1,040	1,003	1,044	1,053	7,274
Number of households served by property tax relief	<i>Note: Data not available; No response received from King County Assessor's Office.</i>							

Strategy B Metrics	2017	2018	2019	2020	2021	2022	2023	Total
Number of micro-apartments permitted	0	0	0	0	0	0	0	0 <i>Note: 270 microunits permitted to date in 2024</i>
Number of accessory dwelling units permitted	21	17	15	16	26	30	12	137
Number of Bellevue participants in the ARCH East King County Down Payment Assistance Program	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1

Strategy C Metrics	2017	2018	2019	2020	2021	2022	2023	Total
Number of new affordable housing units permitted	<i>Note : Data not available as permit software does not identify all affordable housing units; comparable data is available on units put into service, included below.</i>							
Number of new affordable housing units built/preserved	1	66	648	176	600	21	217	1,729
Number of affordable apartments created through MFTE								
<i>Notes: Reflects year project received MFTE Summary of Decision; units overlap with line above. 58 units received Summary of Decision in 2024</i>	32	31	-	81	21	109	62	336

Strategy D Metrics	2017	2018	2019	2020	2021	2022	2023	Total
Number of total new housing units permitted	767	473	522	1,769	1,274	1,531	3,127	11,607
Number of new multifamily housing units permitted	732	449	491	1,748	1,240	1,492	3,111	11,407

Strategy E Metrics	2017	2018	2019	2020	2021	2022	2023	Total
Bellevue housing dollars leveraged by state, county, and other affordable housing funders	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7.52% of total development cost
Total investment by the City of Bellevue	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$27,461,017
Total investment by private entities for affordable housing in Bellevue	<i>Note: figure reflects 1) estimated capital investments in twelve affordable housing projects by philanthropic corporate entities and 2) LIHTC equity and tax-exempt bond investments through the 4% and 9% LIHTC program.</i>							~\$540 million, including ~\$270 million from philanthropic corporate entities



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Appendix C: Engagement Report



2025 Affordable Housing Strategy Engagement Report

Final Report and Phase 3
November – December 2025



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Executive Summary

Creating housing that meets the needs of people at all stages of life regardless of income is a priority for the Bellevue City Council, community members, organizational partners and others. In line with that priority, the 2025 Affordable Housing Strategy (AHS) seeks to build or preserve 5,700 housing units over the next ten years.

As the AHS was developed, the voices of the community were critical to ensure the work effectively addresses the needs of our growing community. This report provides an overview of Affordable Housing Strategy engagement process – outreach activities, input received, and how that feedback was used.

The Strategy incorporates technical expertise, community feedback and input from people with lived experience of needing or utilizing housing services and supports. These groups were engaged through a wide range of activities throughout the project phases. Feedback provided throughout the project gave context for the strategy and contributed to the development and prioritization of strategies and actions.

Community input strongly emphasized the lack of affordable housing options across income levels and support for further city action. Most people who participated in the process desire more affordable rental and ownership options in Bellevue, but other priorities also emerged via community dialogues – a desire for accessible, livable communities; a sense of belonging; and an approach to expanding housing options that is effective and tailored towards community.

The following key themes from the community engagement process have strong support from a broad range of interests and perspectives:

- The city should address housing needs urgently through bold and decisive actions and new funding options.

Overall, the project team connected with:

325	community members at 4 public events
60	organizational partners through workshops and presentations
209	public survey respondents
96	organization survey respondents across two surveys
150	people with lived experience through over 30 listening sessions led by 9 community facilitators
2,000	visitors to the Affordable Housing Strategy online engagement hub



- The city should focus efforts on those who are least served by the private market (<50 percent AMI).
- The ability to stay in one place – either the same home or neighborhood – through one’s life helps people feel like they belong and that they can contribute to their community.
- Housing solutions need to be paired with access to supports, services and neighborhood amenities.
- A variety of affordable housing types are needed to address the needs of different populations, including seniors, families, and those with disabilities.
- Affordable housing needs to be sited, designed and operated with the residents in mind and to enhance the surrounding neighborhood.
- Navigating the process of finding affordable housing is complex and even more challenging for those in crisis or do not speak English as a first language.
- The city needs to simplify codes and regulations to help developers and providers to focus on meeting affordable housing needs.
- The city should actively seek out public-private partnerships to scale up the production of affordable housing.
- The city has an opportunity to build community-wide support for more housing for more housing through education and information

The feedback and stories provided were used to give context for the Strategy, identify challenges and opportunities, and refine and prioritize actions. The themes are reflected and incorporated throughout the Strategy.

During this process, people did more than fill out a comment card or take a survey. They shared their stories about how safe, accessible, and affordable housing contributes to personal and community well-being. Throughout this report we share some highlights. All stories can be found in Appendix A, B, C.



Housing Stories

Essential Workers with Multiple Jobs “Nowadays, [housing is] a challenge and a privilege that only a few can afford. We, the ones making minimum wage, can’t live there anymore, and that’s really sad. We are being displaced from our homes and especially our community. To live [in Bellevue], we would need to have two or three jobs or share a house with several families, but none of those two options is a life worth living or a dignified life for both parents and children. The challenges we face today are really sad, not only because of the high prices of food and utility bills, but also because of the high housing prices. ...Do not only think about the people who come to work at Amazon, Microsoft, or any offices, but also about the people who clean, wash, cook, and do essential work. Please, we need more affordable apartments with empathetic staff who understand that we are tired already and with big parking lots that have enough spaces to avoid tension between neighbors.” *[Housing story submitted at Affordable Housing 101]*

Teachers under Financial Strain “Finding affordable housing in Bellevue has been a challenge for our family. My wife teaches in the Bellevue School District and while we value being part of this vibrant and diverse community, the high cost of living makes it increasingly difficult to stay close to where we work. We want to remain near the schools and neighborhoods she serves, but limited affordable housing options and rising rental costs create financial strain” *[Housing story submitted at Public Information Session]*

Stability for those in Transition “Housing stability is extremely important. I moved to Bellevue on a Section 8 voucher and became unemployed about 3 years later. It’s been very difficult to secure rent assistance as I navigate the stages of my job search. There needs to be a focus on keeping people low-income or in-transition housed. As well as support to those living in vehicles as they want housing in our city.” *[Housing story submitted to Public Information Session]*

Limited Options to Downsize “I own a single-family home and will be downsizing soon, but the choices are very limited for me and my husband. We are not qualified for low-income or even 80% AMI [housing]. We feel we probably need to move out of Bellevue area where I work and live for decades. I hope more senior communities like the Silver Glenn model may be built by the city, and we can afford to continue to stay in this city we love.” *[Housing story submitted to Public Information Session]*

Bellevue Worker Can't Live in Community "I have lived in Renton since 2004. I've tried to find a place here in Bellevue, but it has always been difficult because I have never got approved for any [housing assistance] program. Nowadays, it's even more difficult because the rents are higher. Now, I can't rent or buy. To buy a property, I would have to go far away to the south or the north, but I have everything here: my church, my friends, my doctors, and my job. That's why I came [to the event] to find any information and hoping that I can find some place affordable to live in because everything gets more expensive every day." *[Housing story submitted at Affordable Housing 101]*

Lovely and Unaffordable "My partner and I make nearly \$300K and have all but given up on owning a home ever in Bellevue. We love it here but will at best be forever renters, most likely will just move to a different city when we decide to own which is a shame. Build more, that's the solution full stop." *[Housing story submitted to EngagingBellevue]*

High Earners, No Ownership Prospects "I was born and raised in Bellevue. I loved the parks, safe neighborhoods, and excellent schools. Now I am an adult looking for a place to settle down to start a family, and Bellevue is definitely at the top of my list. I would love to give my future children the same experience in Bellevue as I had growing up. The obvious issue is that there are no homes affordable homes available. There are simply no homes within my budget of \$1 million. ...I still consider Bellevue my home and would love to move back, but this would only be possible if additional homes were allowed to be built. ...I hope Bellevue moves forward with adjusting zoning laws to allow homes to be built at a wide range of price points. This would allow more young families to move to Bellevue and bring more youthful energy to the city." *[Housing story submitted to EngagingBellevue]*

Supporter of Affordable and Accessible Bellevue "I'm lucky. We can afford to live in Bellevue and own our home. We love Bellevue, and it is our forever home. But a lot of people don't have the opportunity. They work and come here, and want to live here, but it's too expensive. Or where they can live in Bellevue, it is not close to public transit or by necessity shopping. Furthermore, there isn't a lot for the aging community. Most single-family homes are multi-level, and a lot of people have a hard time with stairs. Having houses that people can use fully is important." *[Housing story submitted at Public Information Session]*



Introduction

Building an affordable city takes everyone. The voices of our community are critical to ensure this work effectively addresses the needs of our growing community. Throughout the planning process, the Affordable Housing Strategy team sought to listen and engage community members and partners across the spectrum to understand their needs and priorities. An overview of the project and key issues in affordable housing are included as Attachment A.

The engagement process was guided by three objectives and builds upon the community engagement and policy guidance of the Bellevue 2044 Comprehensive Plan.

- **Provide information on affordable housing.** Everyone comes to the subject of affordable housing with their own knowledge and experience. The project team worked to provide a foundation of information for interested community members to engage through activities like a short-story film festival and affordable housing 101 event and video series.
- **Invite community members to inform the Strategy.** The project created opportunities for a broad array of voices to be heard at different stages in the process through activities like public information sessions and a public survey.
- **Elevate diverse and representative voices in the process.** The process aimed to elevate the voices of those with lived experience of housing insecurity, limited resources, who have other barriers to participation, through the use of a community facilitators pilot program.



Approach

Engagement for the Strategy began in January 2025 and went through December. The approach sought to get input from three overarching groups:

- **Organizational partners** who have technical expertise related to housing and services, including affordable housing and market-rate housing developers and social service providers, were consulted for feedback on priorities, analysis, and actions.
- **Those needing or utilizing affordable housing** who have lived experience, including residents of affordable housing and households seeking affordable housing, were consulted on priorities, barriers, and actions.
- **General public**, including Bellevue residents and workforce, were informed and invited to attend educational events, received informational updates and were asked to weigh in on priorities.

A full list of partners engaged is included as Attachment B. Engagement and outreach focused on several key elements:

EDUCATION-BASED OUTREACH FOR THE GENERAL PUBLIC

There is general awareness about the need for affordable housing amongst the public. Engagement during Comprehensive Plan identified housing affordability as the top community concern. Still, there is varied knowledge and preconceptions regarding many facets of affordable housing. Public education and information about the affordable housing system, who benefits from it, and the potential solutions and impacts help provide a factual basis for the public to engage in further conversations on affordable housing.

FOCUSED ENGAGEMENT WITH ORGANIZATIONAL PARTNERS

Focused engagement with organizational partners is a useful way to gather in-depth insights from technical experts on a specific topic or concept. Focused engagements included focus groups, presentations, and specific surveys and meetings.

COMMUNITY CONVERSATION MODEL

The Community Conversations approach enables community representatives to gather information for the Affordable Housing Strategy through culturally sensitive, semi-structured conversations with community members. At the core of the model is the recruitment of trusted community members who are well placed to function as community-facilitators as they live in the community and understand the community's dynamics and needs.

Using a Community Conversation model to train community representatives to host conversations enables the Affordable Housing Strategy to engage in conversations with communities it may not otherwise reach.

CITY BOARDS AND COMMISSIONS

City boards, commissions and committees also play an important role in housing planning as providers of guidance and recommenders. Notable overlap was identified in the work and interests of the Planning Commission, Human Services Commission, Bellevue Development Committee, Bellevue Network on Aging, YouthLink, and Bellevue Diversity Advantage Network. While these groups are not part of the formal recommendation process, the staff team will engage the forums with informational briefs at the project start and conclusion to keep them informed and aware as planning efforts advance.

Participation

Housing is a basic need that affects many people. When making housing decisions, it's important to focus on who is most affected and whose voices are heard. People with connections, resources, and knowledge of how the city works usually don't need much help to get involved. But people who often aren't heard or face barriers need extra support to participate.

Guidance on how to plan for housing supports including a wide range of voices, especially from marginalized and underserved groups—those who have been left out of decisions and face disadvantages because of who they are. Based on previous analyses and review of current demographics the planning team identified factors that affect housing outcomes, including income, race and ethnicity, age, neighborhood, ability, citizenship, language skills, and tribal affiliation.

To reach these groups, the planning team used a variety of approaches including talking with community-based organizations and service providers. The team developed a Community Facilitators Program that recruited individuals with connections to historically underrepresented groups and who spoke a language other than English.

This unique and innovative approach resulted in hearing from over 150 individuals who shared deeply personal stories and experiences about their struggles to find housing.



DEMOGRAPHICS

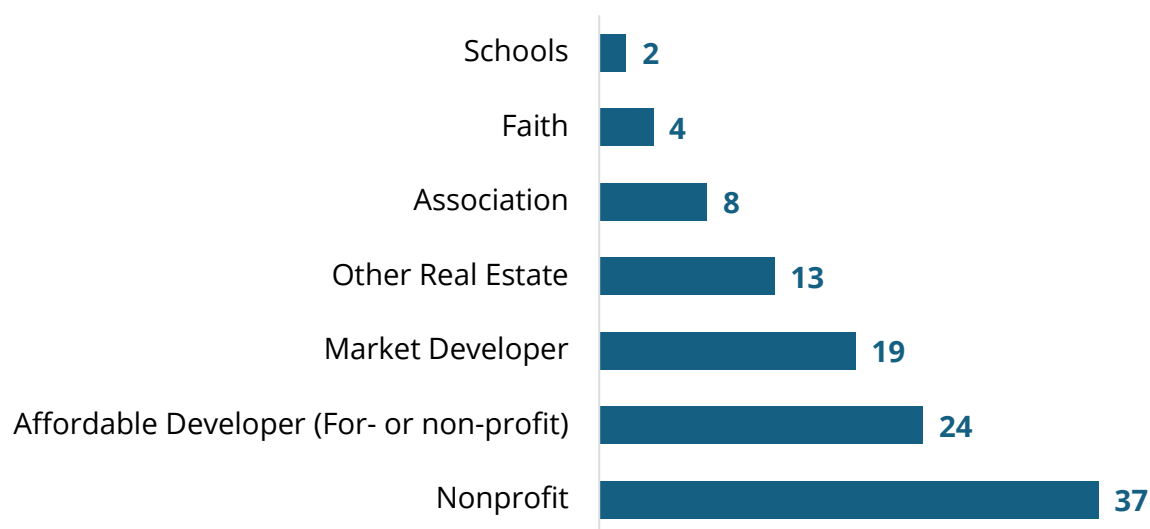
Reporting on demographic information of participants can be challenging. Demographic questions are always optional, and some people decline to share personal details. Additionally, there are some events, like a drop-in event, where the format doesn't allow for easy data collection.

During this process, demographic questions were collected at public events and an online public survey. The online survey was most structured opportunity for collecting demographic data as demographic questions varied across events.

Different engagement opportunities solicited participation from different populations. People who rent and people of color were most likely to participate in the Housing 101 event and open house event. Overall, participants tend to be less representative of those living in multi-family housing.

Respondents to the two organizational partner surveys included a variety of organization types, including affordable housing and market-rate developers, property managers, service providers, and advocacy and community-based organizations. Distribution of responses by organization types is depicted below and contains duplicates to represent the total distribution of feedback received. Thirty-one organizations completed both surveys.

Responses to partner surveys by organization type



How feedback was used

Feedback was used to help the city identify challenges and opportunities and informed the refinement of strategies and actions in the Affordable Housing Strategy. Feedback provided throughout the project gave context for the strategy and contributed to the development and prioritization of strategies and actions. Identification of high-priority considered these priorities given resources and policy guidance. The recommended Strategy was developed reflective of both city policy guidance and community feedback.

Overview by Phase

Full summaries of Phase 1 and Phase 2 engagement are available on bellevuewa.gov/affordable-housing-strategy. Highlights are provided within this document as well as a full summary of Phase 3 activities and input.

Phase 1: Launch

Phase 1 kicked off in January and went into April 2025. Engagement was focused on building awareness about the 2025 Strategy in the community and creating educational opportunities to provide a foundation of information for future conversations.

Public engagement included

- 3 public events – a hybrid project kick-off, Better Cities Film Festival, and affordable housing 101 and resource fair event.
- 2 organizational partner information sessions
- Youth engagement at Youthlink and Youth Involvement Conference
- 3 external partner presentations and 1 tabling event
- Presentations to city boards and commissions – Planning Commission, Human Services Commission, Bellevue Network on Aging, Bellevue Network on Aging

Comments, reflections, and stories collected during this project phase were used, along with policy guidance and the City's vision and values, to inform the development of proposed strategies and actions, which were refined through additional technical analysis.

Some key values and themes that emerged during this phase include:

- **Equity** – a person's identities should not predict housing outcomes.
- **Fairness and Opportunity** – Everyone should be able to find an affordable place to live, no matter their income..
- **Wellbeing** – stable and affordable housing is fundamental to economic opportunity, education, and health.

During this phase, outreach activities included...

2 Organizational Partner Information Sessions

1 Public Kick-off Event

2 Educational Events

3 External Partner Presentations

5 Presentations to boards and commissions

1 Tabling Event

The project team connected with...

291 People through our public events

42 People through our organizational partner info sessions

773 Visitors to our online engagement hub

- **Ecosystems** - residential buildings alone are not enough – people need reliable access to supports and services.
- **Belonging** – people need community and value living in places where they feel safe and welcome.
- **Dignity and Livability** – High-quality neighborhoods, places, and built environments promote individual dignity and overall livability.
- **Stability** – Housing is closely tied to personal and financial stability; people want to feel they can stay in one place, feel connected to their community, and plan their futures.
- **Integrity** – the city cannot go it alone and needs to work closely with partners on policymaking, and implementation efforts.

Phase 2: Assess

The Assess phase of the 2025 AHS began in May 2025 and went into September.

Engagement was focused on understanding priorities and assessing tradeoffs. This phase was targeted towards reaching organizational partners and those with lived experience. As those most closely connected to housing issues.

Two engagement methods were utilized during this phase of engagement:

- **Questionnaire:** Organizational partners were consulted through an open-ended questionnaire to help the project team better address challenges, opportunities, and tradeoffs within the 2025 AHS.
- **Community Facilitator Program:** Community facilitators were recruited to gather information through culturally relevant and welcoming conversation with community members with lived experience who might not otherwise participate.

Feedback provided during the Assess phase gave context for the Affordable Housing Strategy and contributed to the refinement of policies. Proposed strategies and actions were developed to be reflective of both policy guidance and community and stakeholder feedback.

Organizational partners emphasized the greatest challenges to meeting Bellevue’s affordable housing needs, beyond capital funding, are regulatory barriers, including restrictive zoning, complex permitting, and costly development

During this phase, outreach activities included...

1	Survey for Organizational Partners
1	Community facilitator training
35	Listening sessions
1	Community facilitator debrief

The project team connected with...

59	Organizational partner survey
159	People through our community facilitator listening session
740	Visitors to our online engagement hub

requirements. They see the City's strongest opportunities in reforming these systems, leveraging public- private and community partnerships, and expanding access to land and financial tools. Reducing the cost to build emerged as the top priority, alongside advancing equity, supporting families, and promoting transit-oriented development.

Questionnaire respondents called for decisive, values-driven action that balances urgency with consensus, emphasizing that true success will be measured by housing units being built, not just policies or plans. They urged Bellevue to adopt multi-pronged, predictable funding strategies, dedicate public land to affordable housing, and streamline processes to accelerate production. Across all feedback, participants stressed that Bellevue must be a transparent, collaborative, and equity-focused partner that acts with accountability, fosters community trust, and ensures every neighborhood contributes to a more inclusive and affordable city.

Community listening sessions as part of the community facilitator program emphasized barriers and challenges to finding affordable and accessible housing including affordability and supply, access to information, issues with housing providers, culture and community in Bellevue.

For the community facilitator programs, community facilitators were intentionally recruited to reach those who have struggled with housing access and affordability. All of the facilitators had connection to historically underrepresented groups in Bellevue and seven of the nine spoke a language other than English. Participants in the listening sessions were not asked to provide demographics intentionally in order to ensure privacy and create a trusted space.

Participants also highlight existing resources and support available. They found value and

"Even with capital funding, affordable housing cannot be delivered at scale if regulations make development too slow, costly, or uncertain...Without meaningful regulatory reform, funding alone won't be enough to close the housing gap."

Partner survey #1 Respondent

emphasized support for connecting with people with similar backgrounds, community gathering spaces, and access to resources for low-income residents and support of community organizations.

Facilitators provided recommendations that came from the listening sessions. Actions that the city can implement include:

- Improving availability and accessibility of resources
- Improving tenant support and property owner accountability
- Additional support with navigating the search for long-term housing
- Fostering community connections
- Youth engagement
- Diversify housing sites

Phase 3: Refine (Full Report)

The Refine Phase of the 2025 AHS went through October and November. Engagement was focused on developing a prioritization approach and refining proposed strategies. Goals included prioritizing actions for implementations and drafting the Strategy document.

Engagement activities were targeted towards organizational partners and the general public. Organizational partners were engaged to understand prioritization and successful implementation of proposed strategies and

actions. The general public was engaged to inform them of the draft strategies and solicit comments and questions about the work.

Activities in this phase included:

For organizational partners

- Survey
- Presentation to stakeholder groups
- Virtual feedback event

For the general public

- Survey
- Info session open house

PHASE 3 SUMMARY OF OUTREACH ACTIVITIES

Organizational Partner Engagement

Engagement activities emphasized collaboration with technical stakeholders to ensure the successful implementation of AHS strategies.

Several engagement methods were utilized, including a questionnaire sent to technical stakeholders, and presentations with housing and public policy groups. Meetings and presentations included:

- Bellevue Development Committee
- Eastside Affordable Housing Coalition
- Bellevue Chamber of Commerce's Permitting, Land Use, Sustainability and Housing Committee (PLUSH) Committee
- Virtual Feedback Session; invitations sent to all stakeholder groups

The survey was distributed to individuals and organizations in attendance and included in the city's stakeholder contact list. Thirty-seven responses were received, 22 identified their organization.

Survey and discussion questions asked about how to prioritize amongst different goals and

tradeoffs by presenting different approaches to prioritization. Partners were also asked to review and provide feedback on the list of proposed strategies and actions.

Public Engagement

Members of the public were invited to participate in the Refine Phase of engagement via an open house style Information Session, and an online public survey.

The purpose of the Information Session was to ensure members of the public had an additional opportunity to review the draft strategies prior to finalizing the draft Affordable Housing Strategy for Council review. Similarly, the survey was an opportunity for those unable to attend the information session to review the proposed strategies and provide feedback.

The event survey was shared via multiple city communication channels and through targeted communications to organizational partners and community leaders. Thirty-four people signed in at the event and over 200 survey responses were received.

Event attendees were asked to complete a feedback worksheet inquiring about priorities amongst project goals and feedback on the draft strategies. Attendees were also invited to share their story of finding a home in Bellevue.

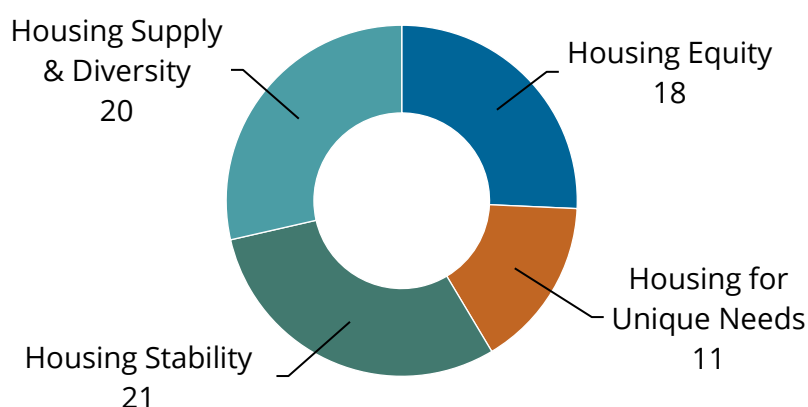
Survey questions similarly asked about preferred goals and outcomes and for feedback on the draft strategies. It also asked about experiences living or searching for housing in Bellevue. Survey responses were disaggregated to further understand unique perspective of different groups - homeowners and renters, and those who reported experiencing a housing issue and those who did not.

PHASE 3 SUMMARY OF INPUT

Input solicited from partners centered on how the city can prioritize different actions, mitigate tradeoffs, and implement successfully.

When asked what two goals besides affordable housing the city should focus on, partner responses illustrate a split between supply and stability, followed closely by equity.

Besides affordable housing, what two goals do you believe to be most important to housing affordability in Bellevue?



Major themes identified throughout organizational partner engagement are highlighted below:

The city can't do everything – an undercurrent of this engagement is the affirmation that the city will have to prioritize resources among strategies and actions under consideration in the AHS. Stakeholders acknowledged that the City needs to use its resources where they will be most effective, relying on partnerships and the market. Because needs outweigh resources, the city will need to optimize resource use by examining the cost-benefits of strategies. Many stakeholders emphasized that deeper affordability has a deeper benefit, despite costing more.

Serving the deepest need - Stakeholders reiterated the value of the city focusing its efforts on those who are least served by the market. Partners believe that the city can rely on the market and existing tools to address moderate and average-income needs (noted as housing that is above the 60% AMI threshold). This allows the city to focus its efforts and resources on the lower AMI and other target groups. Many stakeholders also voiced the belief that serving the deepest needs will ultimately benefit everyone in the community.

The city is a crucial partner to provide housing options for those households and acts as a bridge to connect developers with funding or providing gap funding. Stakeholders emphasize continuing to play this role for the deepest needs and optimizing these processes for predictability and efficiency.

Housing is about more than income

levels – Along with the urgent need to serve the lowest income level, several partners emphasized that deeply affordable housing cannot be based solely on cutting costs. True affordability depends on the stability, access, and cultural relevance of housing. Solutions that look at affordability, livability, and equity together ensure that housing solutions make people feel like they belong, a key aspect to thriving.

Community partners underscored the importance of culturally responsive engagement and meeting communities where they are. Working with trusted local organizations and ensuring property outreach reflects the City's commitment to diversity and equity. They noted that meaningful engagement requires consistent follow through that allows communities to see results from their input. Many shared past experiences of being consulted without visible outcomes and urged the city to demonstrate accountability and ongoing collaboration. Building trust through action beyond discussions was identified as essential to advancing equitable housing outcomes

Measuring equity – Throughout engagement with technical partners and stakeholders, equity in housing policy remained a consistent priority. However, many experts in affordable

housing and real estate note the challenge in providing clear quantitative measurement of equity outcomes. This is an ongoing challenge at the nexus of equity initiatives across the nation. Implementing the Affordable Housing Strategy provides an opportunity to strengthen accountability, define measurable equity indicators, and ensure that equitable outcomes are reflected in both policy design and implementation.

Creating win-win opportunities for market and affordable housing developers Participants discussed the importance of aligning strategies for both market-rate and affordable housing production, emphasizing that progress on one can support progress on the other. Developers and advocates alike noted that policies such as permitting and zoning reform benefit all housing types by reducing costs, delays, and uncertainty. A more efficient and predictable development process can help unlock private market capacity while ensuring affordable housing goals are met.

Participants encouraged the city to seek “win-win” approaches that balance predictable inclusionary requirements and fee structures with the need to make projects financially viable, recognizing that a healthy overall housing market supports affordability at every level.



Focusing on deeply affordable alone won't fix the housing crisis even if it's the most urgent. Housing is more than AMI, it's also about the processes, design, and how housing meets the needs of different communities.

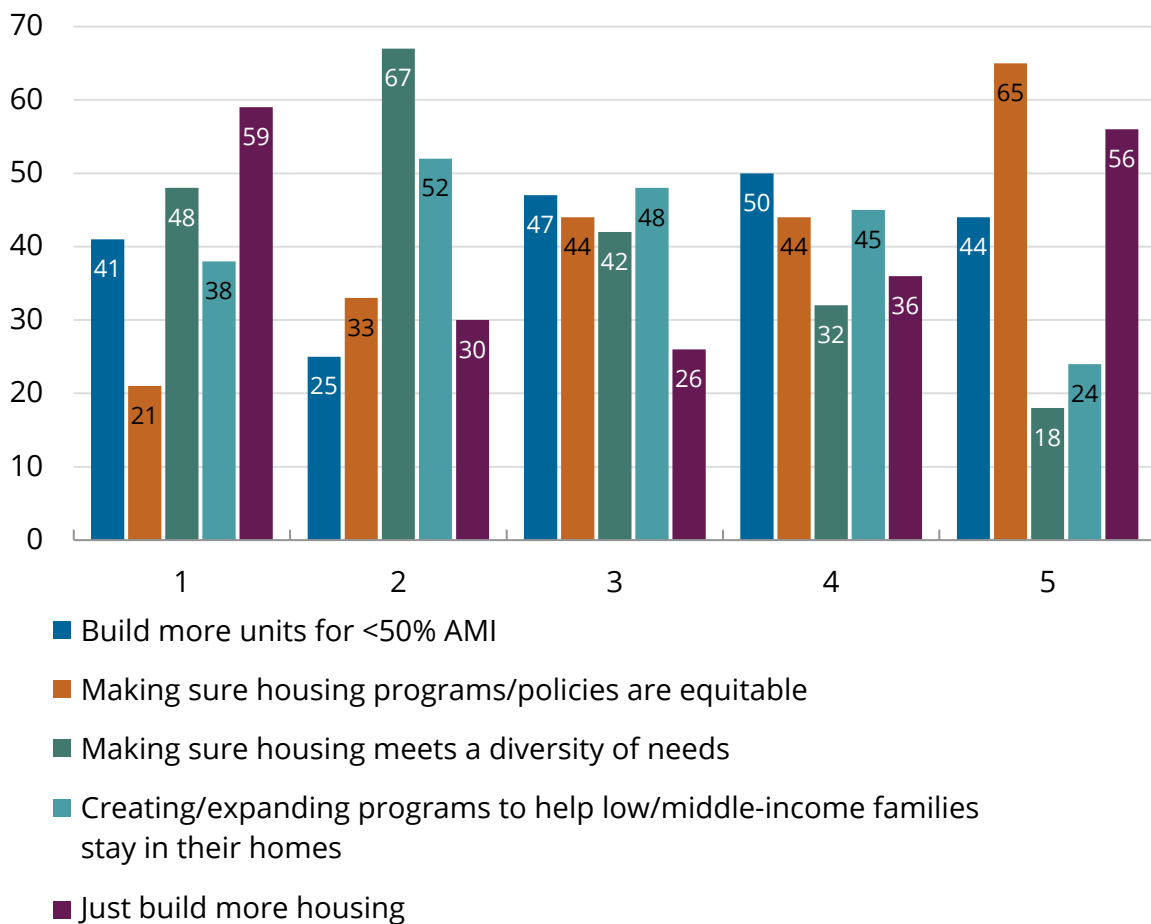
Partner survey #2 Respondent

PUBLIC ENGAGEMENT

Both the survey and event feedback asked about priority goals and outcomes for the project. Amongst event attendees affordable housing was the clear top priority, with housing stability second.

For the public survey, there was a more even distribution of priorities. A preference to “just build more housing” was either strong or weak.

Rank the following approaches you hope Bellevue focuses on most of the next seven years in terms of housing (1 is highest)



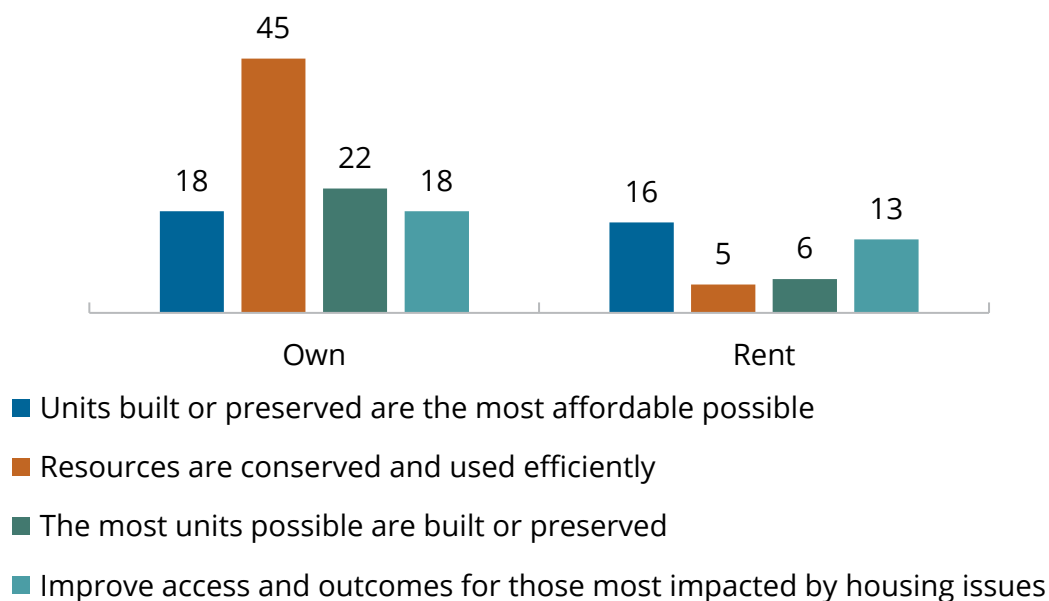
When looking specifically at renters, there is a clear priority for building more units for lower incomes followed by making sure housing meets a diversity of needs. Among homeowners, there is a less clear top priority – building more housing was again ranked either high or low, but there is consistent support for focusing on housing that meets a diversity of needs.

As a part time retail worker, I don't think there's a single place in Bellevue that I could afford to live on my own, even if I spent my entire paycheck on it. As it is now, independent living is completely unattainable for me.

Nov Public Survey Respondent

Similarly, when asking about outcomes on the survey, the overall responses were fairly distributed with resources conserved and used efficiently most identified. When breaking down the data, this is clearly a top priority amongst homeowners, while renters – who represented a small portion of survey respondents – reported more evenly supported outcomes for building units as affordable as possible and improving outcomes for those impacted by housing issues.

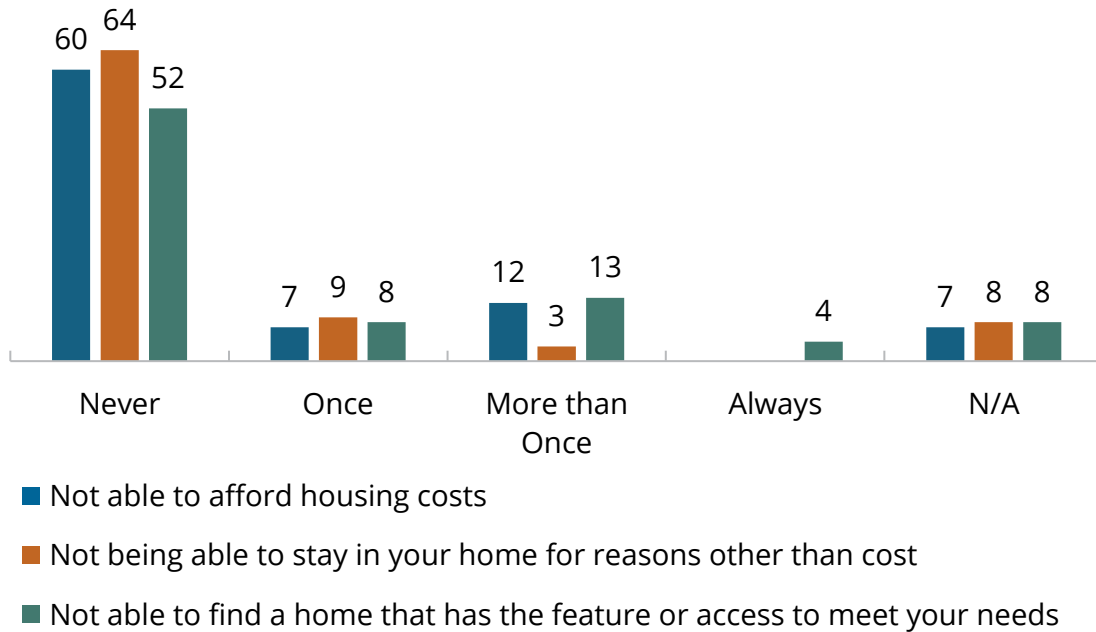
What outcome of the AHS is most important to you (by tenure)



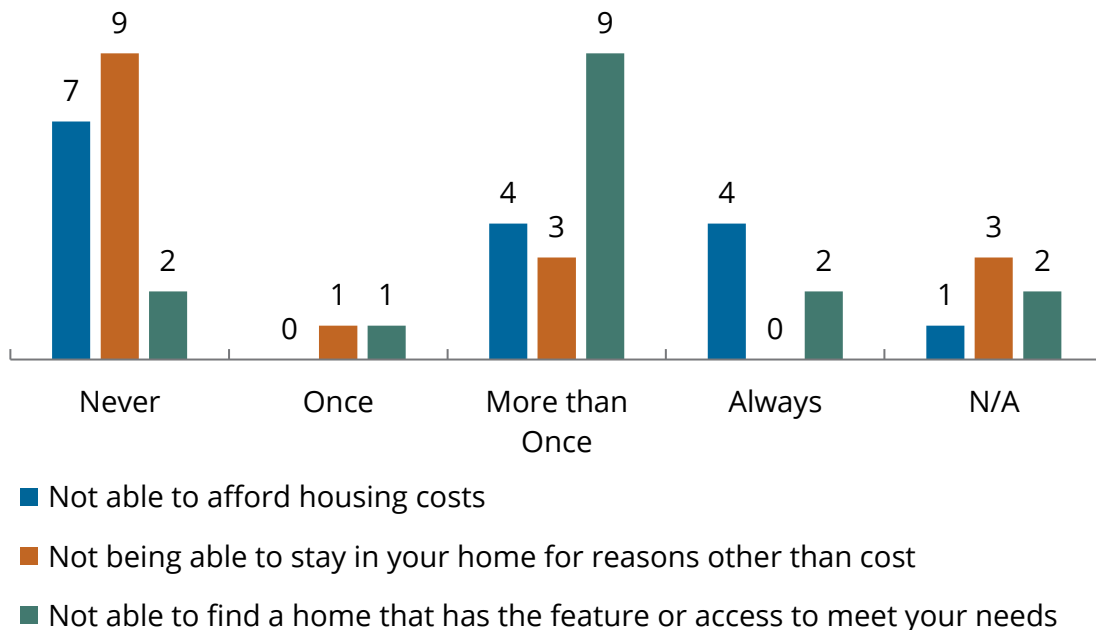
About 70% of respondents reported living in Bellevue. Of those who don't live in Bellevue, 75% reported having searched for housing in the city. Respondents who live in Bellevue or have searched for housing there were asked about experiencing housing issues like not being able to afford housing costs and not being able to find or stay in a home.

The majority of participants reported not having experienced any housing issues, but when looking at tenure, responses show that renters are twice as likely to report experiencing housing issues over homeowners.

Have you ever experienced the following housing issues (homeowners)?



Have you ever experienced the following housing issues (renters)?



Additional comments were received from the public in this final phase focused on the draft strategies presented for review. Major themes are presented below.

Homeownership: Respondents to the city's survey submitted comments and feedback related to increasing opportunities for homeownership in addition to supporting homeowners who want to stay in their homes. Some ideas brought forward by survey respondents included down payment assistance and support navigating available programs for those interested in affordable homeownership options. Others highlighted utility, insurance, and property tax assistance as supports critical for older adults who wish to age in place.

Increasing Housing Supply: Many comments supported scaled and thoughtful increases in density where appropriate, while few noted discomfort with the potential for increased development in their neighborhoods.

Respondents mentioned the need to identify existing regulatory barriers to affordable housing and adjust accordingly to support more development. Some comments indicated that the city should streamline permitting timelines for all development (both market-rate and affordable) to increase the supply and availability of all housing, not just affordable housing. On the other hand, some comments also expressed a need to ensure that any increases in density in areas be supported by thoughtful planning, research, and focused community engagement.

A related common interest among respondents is housing connected to or near transit options. Respondents also mentioned here that housing near transit does not mean that adequate parking options are still not needed.

Housing for Unique Needs: Several responses expressed that the strategies

should focus more on older adults hoping to age in place and the need for housing that supports those on fixed incomes. Along with this, some comments specifically highlighted the need to ensure that older adults aging in their homes have the appropriate supports – whether structural or financial – to remain. Some comments noted the need for more permanent supportive housing to provide mental health or substance abuse support.

Bellevue Workforce: Overall, respondents expressed a desire to see affordable options for those who commute to Bellevue but want to live in the same city where they work. There is a sense that someone who works in the city should be able to afford housing within a reasonable distance to their workplace.

Housing Stability: Respondents highlighted the importance of support programs like rental assistance and housing systems navigation assistance in helping people stay in and/or more readily access affordable housing options and resources. Some specifically noted the importance of language access to resources and support as well.

Variety of Housing Types: Comments noted the need for family-sized units to support larger families but also to provide alternatives to those interested in sharing rent with roommates. Many comments also spoke about a desire to see alternative construction types for affordable housing whether for rental or homeownership, meaning a mix of apartments, townhouses, and other varied structures.

How Phase 3 Input was Used

Feedback provided during the Refine phase provided input on final revisions to draft strategies and actions and informed the actions identified for priority implementation within the action plan.

Attachments

Introduction

Bellevue adopted its first Affordable Housing Strategy (Strategy or AHS) in 2017 which set a goal of building or preserving 2,500 units of affordable housing in ten years. By 2024, the city completed nearly all of the work on the 2017 Strategy's actions and met its affordable housing target.

Bellevue recognizes the continued need for affordable housing. In November 2024, the City Council established a new goal to build or preserve 5,700 affordable units in the next ten years and directed staff to update the Affordable Housing Strategy to reach that goal.

The 2025 Affordable Housing Strategy will result in a plan that identifies actions to help the city achieve the new affordable housing target and meet other affordable housing priorities. Actions will be prioritized into a work plan that will be implemented over the next seven years.

The 2025 Strategy update will:

- **Build on Past Successes:** Documenting and building on the city's past and current housing efforts to ensure success.
- **Foster Informed Community Members:** Providing clear, accessible information to increase community capacity to participate in conversation on affordable housing.
- **Implement New Policy Guidance:** Looking at policies that were adopted in the recent update to the Comprehensive Plan and setting out a plan to implement them.
- **Develop Actions to Implement:** Identifying actions to implement over the next seven years to help the city achieve its affordable housing goals.



Issue Overview

Ensuring people have access to housing is one of the most important parts of planning for housing growth. It is also top of mind for residents - the top concern raised during the 2023 Comprehensive Plan survey was affordable and available housing. People expressed a desire for more housing options, housing that's affordable to a variety of income levels, and housing that meets the needs of people at all stages of life.

Cities need to provide a wide range of housing options to people of all backgrounds. While most people either rent or own a home on the private market, cities also need to plan for the provision of affordable housing – housing that is restricted to those making below a certain income – so that there is housing for everyone, across income bands and all stages of life.

Eligibility for affordable housing is based on household income. Income eligibility is most often expressed as a percentage of Area Median Income (AMI). Area median income refers to the midpoint of all household incomes for a specific area. It's used as a relative benchmark to classify households into income groups.

Bellevue's Area Median Income for a four-person household in 2024 was \$147,400. Households' incomes at each of these percentages are different; and different sized households also have adjusted incomes at each level.

Bellevue supports the construction of units affordable to low-income households using different tools. The city provides funding directly to affordable housing projects. It also provides incentives – like tax and density benefits – to encourage market-rate projects to include affordable units. The 2025 Affordable Housing Strategy will identify what additional tools the city can implement to further address housing affordability.

Common Terms

Affordable Housing: Income-restricted or income-qualified housing for households making lower incomes.

Housing Affordability: The ability of a household to pay for housing based on individual housing costs and income.

Market-Rate Housing: Housing that is priced based on what is available in the private market.

Area Median Income: The midpoint of a specific area's income distribution and used as a benchmark for housing support.

Housing Cost Burden: When a household spends more than 30% of its income on housing expenses.

TYPE OF HOUSING	HOUSING CATEGORY	TYPE OF STRUCTURE	WHO IT SERVES	GENERAL INCOME LEVELS
NON-MARKET HOUSING	Emergency Shelters	Nightly shelters, extreme weather/warming shelters	People in crisis, people with insufficient housing resources	0 to 30% AMI
	Transitional Housing	Temporary Housing (under a year) with supportive services	People moving from homelessness	0 to 30% AMI
	Supportive Housing	Group homes, assisted living, long term housing with supportive services	People needing assistance to live independently	0 to 80% AMI
	Non-Market Rental Housing	Non-profit and public rental housing	People who can't afford market rate rents	30 to 80% AMI
MARKET HOUSING	Rental Housing	Apartment buildings, rented condos, houses, ADU, etc	People who prefer renting or can't afford home ownership	80 to 120% AMI
	Home Ownership	Condos, single family homes, duplexes, etc.	People who can afford home ownership	120% AMI and over



Attachment B: Organizations Engaged

- Africans on the Eastside
- Alliance Residential
- Amazon
- Ashworth Homes
- Bellevue Chamber of Commerce
- Bellevue Church
- Bellevue LifeSpring
- Bellevue Network on Aging
- Bellevue School District
- Bellwether Housing
- BRIDGE Housing
- Disability Empowerment Center
- DR Horton
- Eastside Affordable Housing Coalition
- Eastside Christian School
- Eastside For All
- Eastside Foundation
- Eastside Legal Assistance Program
- Friends of Youth
- Futurewise
- GGLO
- Gillis Real Estate
- GMD Development
- Habitat for Humanity Seattle-King & Kittitas Counties
- HERO House Bellevue
- Hopelink
- Housing Development Consortium
- Housing Diversity Corporation
- Imagine Housing
- Indian American Community Services (IACS)
- Jubilee REACH
- Kin On
- King County Housing Authority (KCHA)
- Low Income Housing Institute (LIHI)
- Mary's Place
- Master Builders Association (MBAKS)
- Mill Creek Residential
- MJS Investors
- Muslim Community Resource Center (MCRC)
- Murray Franklyn Homes
- NAIOPWA
- Neighborhood Church
- Open Doors for Multicultural Families
- Parkview Services
- Plymouth Housing
- PorchLight (formerly Congregations for the Homeless)
- Redding Architects
- Shelter Resources, Inc.
- Soundbuilt Homes
- SRM Development
- St. Peter's Church
- Steve Burnstead Construction
- Su Development
- Taylor Morrison
- TWG Development
- United Hub
- Urban Renaissance Group
- Vulcan Real Estate
- Wallace Properties
- YWCA



CMO-26-67387



For alternate formats, interpreters, or reasonable modification requests please phone at least 48 hours in advance 425-452-6510 (voice) or email hbahnville@bellevuewa.gov. For complaints regarding modifications, contact the City of Bellevue ADA, Title VI, and Equal Opportunity Officer at ADATitleVI@bellevuewa.gov.



2025 Affordable Housing Strategy Engagement Appendices

Final Report and Phase 3
November – December 2025



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Appendix A: Stories of Home Responses

Did not see any efforts towards older adults who would love to downsize but can't afford to stay in their neighborhood or Bellevue. Housing costs - rent or buy - have dramatically eclipsed my fixed income, which is currently at 75% AMI.

I hit the jackpot with a well-paying tech job with lucrative stock options. Bought an old house that needed work, did some and paid for other. After a number of years, it was time to move, and the increased equity made it easy to buy a different (albeit smaller) home as prices had increased. After a job loss/ downgrade, we sold that home (easy) and rented while trying to find something affordable (hard). We eventually did find something (even smaller), needed work, did and paid for that, and moved in. Lovely neighborhood, lovely neighbors, but we won't be able to stay there forever. How far away will we need to go next?

I live in Northwest Bellevue. I learned that our neighborhoods who were Japanese American who was a gardener. He wanted to buy the house in Bellevue, but because of their race they were not allowed. He asked his client, who was white, living in Medina to refer him to the real estate agent, and they were able to buy house. I don't know exactly this was because of racial discrimination or title code (white only could buy).

I was born and raised in Bellevue. I loved the parks, safe neighborhoods, and excellent schools. Now I am an adult looking for a place to settle down to start a family, and Bellevue is definitely at the top of my list. I would love to give my future children the same experience in Bellevue as I had growing up.

The obvious issue is that there are no homes affordable homes available. There are simply no homes within my budget of \$1 million. What I will likely end up doing is purchasing a townhome across the lake in Seattle, where zoning changes have allowed multiple homes to be built on what was previously a lot zoned for only a SFH. These are affordable homes around \$750,000 - \$800,000 that would still allow me to own a home with a yard, but at a reasonable budget.

I still consider Bellevue my home and would love to move back, but this would only be possible if additional homes were allowed to be built. I am especially interested in townhomes, as I currently cannot afford a SFH but I have outgrown apartments/condos. I hope Bellevue moves forward with adjusting zoning laws to allow homes to build at a wide range of price points. This would allow more young families to move to Bellevue and bring more youthful energy to the city.

Hi, I moved to Bellevue area for its great community, and I fell in love with it even if I can't afford buying a house, I'm still hoping to find something affordable, and I didn't give up hope.

My partner and I make nearly \$300K and have all but given up on owning a home ever in Bellevue. We love it here but will at best be forever renters, most likely, we will just move to a different city when we decide to own which is a shame. Build more, that's the solution full stop.

After five years struggling to have my own place, finally I got a studio apartment I call home. Why it took so long? I didn't know how, where, what kind etc. I have to educate myself and asked my friend who fluent in English to talk to one of the office of affordable housing on behalf of me.

Well, I got one. I don't have parking lot yet. A lot homeless people harboring near certain tenants' homes. Too much to say but I just want to thank God through my experience in affordable housing. Thank you for the people who made housing equality happening.

.....

Nowadays, it's a challenge and a privilege that only a few can afford. We, the ones making minimum wage, can't live there anymore, and that's really sad. We are being displaced from our homes and especially our community. To live there, we would need to have 2 or 3 jobs or share a house with several families, but none of those 2 options is a life worth living or a dignified life for both parents and children. The challenges we face today are really sad, not only because of the high prices of food and utility bills, but also because of the high housing prices.

.....

We can't keep living like this. Mayor and councilmen, we need your compassion and commitment to your communities. Do not only think about the people who come to work at Amazon, Microsoft, or any offices, but also about the people who clean, wash, cook, and do essential work. Please, we need more affordable apartments with empathetic staff who understand that we are tired already and with big parking lots that have enough spaces to avoid tension between neighbors.

.....

I am writing to say that the people who rent their properties should be more responsible with maintaining them. The laws should require them to maintain the place every year, because they increase the rent year after year but do not take responsibility for the unit they rent.

.....

My landlord made me sign a third agreement that stated that I was responsible for repairing some things at my house. I've been living there for 7 years already. I started paying \$1850, but now, I have to pay \$2700. Some things have been damaged because of daily life use, but she does not want to be responsible for that, even though she pays for her property with my rent money.

.....

We, the tenants, are just cautious and worry about leaving that property in a better state than when we moved in. Otherwise, the final charge is higher or they send us to collections. For that reason, I want to ask for better laws that protect the tenants.

.....

I have lived in Renton since 2004. I've tried to find a place here in Bellevue, but it has always been difficult because I never got approved for any program. Nowadays, it's even more difficult because the rents are higher. Now I can't rent or buy.

.....

To buy a property, I would have to go far away to the south or the north, but I have everything here: my church, my friends, my doctors, and my job. That's why I came [to the event] to find any information and hoping that I can find some place affordable to live in because everything gets more expensive every day.

.....

This is my story. I'm a mom of 3 daughters, and what I want the most is to be happy, seeing my daughters grow. It's just that I'm a low-income person, so we haven't had the opportunity to have a place like that. I really want the opportunity to rent a nice place in which I don't feel the pressure to make money for the rent, because it would be really sad if we get thrown out of the house and don't have a place to spend the night. We come from a place like that.

.....

I want the opportunity to have a nice place that we could afford. Have a nice day, and may God bless each and every one of you.

.....

Living in Bellevue is nice, but it's difficult because the rent is too expensive. I'm a father of 4 children, and it's difficult. Like many other families, we need help. I get really stressed thinking that everything is expensive. I think that Bellevue City can and must provide better help to many of us.

Having lived in Bellevue for over 40 years, we have watched our property taxes reach a point to force us out of our forever home. How is your concept on affordable housing?? Force us to pay more to assist this who can't, & if we can't kick us out of our beloved home as we are senior citizens.

Due to a lack of low-income housing (under 30% AMI), fleeing domestic violence in 2008, I was forced to move out of Bellevue and move to living in a family member's home in another city. Despite that I have always worked in Bellevue, I have never been able to afford even a small apartment in the city. I rent elsewhere and commute to Bellevue daily due to the high cost of renting and the lack of housing for low-income households.

In 2003, before the dot come community ignited prices of homes, I invest a 20% downpayment after working hard for 13 years and purchased a small home in Woodridge. My wife and I scrimped and saved and were able to make a lovely home. It is all part of the American Dream. We hope every hard-working neighbor can do the same, but prices have shot way too high. Working class folks need more affordable opportunities to achieve their American Dream. I hope the City of Bellevue focuses on helping developers deliver such opportunities.

I live in a building purchased by LIHI (Aventine). Existing tenants were given one letter, stating that the building had been sold. No other communication was provided for several months.

LIHI will only communicate with tenants by paper (on the door), so often communication is not done at all. Police have been called to the building multiple times, (one time was for a break-in of the storeroom, but tenants are not notified. If there is a discrepancy with the rent, LIHI does not call the tenant, they write an eviction notice and put it on the door, with no explanation. LIHI made a strong effort to push out existing tenants that often felt like it bordered on harassment. Despite qualifying for the low-income program this year, manager regularly suggests I move out if I don't like something. LIHI management is very confrontational; they only respond to inquiries after repeated pressure. I can find any number of neighbors who have not been happy with LIHI management. It feels like a low-income mindset, as though they know many tenants will not speak up for fear of losing their home.

See previous comments. It's very hard to stay during transition without easy access to access rent assistance or vouchers.

I'm lucky. We can afford to live in Bellevue and own our home. We love Bellevue, and it is our forever home. But a lot of people don't have the opportunity. They work and come here, and want to live here, but it's too expensive. Or where they can live in Bellevue it is not close to public transit or by necessity shopping. Furthermore, there isn't a lot for the aging community. Most single-family homes are multi-level. A lot of people have a hard time with stairs. Having houses that people can use fully is important.

I own a single-family home and will be downsizing soon, but the choices are very limited for me and my husband. We are not qualified for low income or even 80% AMI. We feel we probably need to move out of Bellevue area where I work and live for decades. I hope more senior communities like the Silver Glenn model may be built by the city and we can afford to continue to stay in this city we love

I have lived on and off in Bellevue since attending Bellevue College. I'm not one to move often so I take good care when moving to a new place. Unfortunately, every time I've lived in Bellevue, I have to move every three years because landlords or apartment complexes raise rent cost almost every year by numbers that exceed 50% increase from original move in rent cost. Finding a home to buy is out of the question, even condos are priced above AMI.

I'm not sure I'll be able to buy a home in Bellevue in my lifetime

meritengineering.com is a local geo-civil engineering firm, which works with cities on many projects. They would love to be involved in the city's affordable housing projects and would like to donate some time too for the city since they are Bellevue citizens and would love to support the city's missions. Thanks for your team work! We are so proud of the city. Let's make it affordable to live for more people. Seattle/Bellevue makes a long name in the nation. Let's show the future and beautiful cities are livable, affordable. Thanks for being the leader!

Finding affordable housing in Bellevue has been a challenge for our family. My wife teaches in the Bellevue School District and while we value being part of this vibrant and diverse community, the high cost of living makes it increasingly difficult to stay close to where we work. We want to remain near the schools and neighborhoods she serves, but limited affordable housing options and rising rental costs create financial strain

I am a real estate agent. I am helping a family purchase a condo. They are a family of 2 adults and 3 kids, though based on their loan approval amount they can only buy a 2 bedroom condo. They need to stay in Bellevue because of the special education program one of their children is part of. I wish they would be able to get a three-bedroom home in our areas in their budget

As a retired single woman who has grown up and raised children in Bellevue since 1964, I love the safety and growth of Bellevue.

I live in a house in Eton(?) that was built in 1951. I am now surrounded by McMansions. Because of my connection to the community. I want to stay in my home for now. I would like to develop the missing middle housing on my own lot. I am looking for a way to fund cottage or duplex living. Then I would rent to teachers, caregivers, or others how have a hard time affording housing near where they work.

At present, it is not easy to find cheap housing, least of all in Bellevue, and it is very sad that families are having to go to live in other cities far away and with many problems, for example, Tacoma, Auburn, which also means higher gas expenses. Families fall into depression more, children and young people are afraid to socialize with other young people, and in other cities it is more difficult to find work, really. Finding cheap housing is not possible.

Today it is very difficult to find a place where you want to live for a long time, whether because of the price of rent, the apartment rules, the limited space of the apartments, the lack of amenities, the lack of security, or the lack of empathy on the part of the managers towards certain communities.

Appendix B:

Better Cities Film Festival Reflection Comments

Respondent 1

What inspired you in these films?

Little library bike trailer, salsa by the sea. Everyone should watch Segregated by Design. I liked how the design needs of specific future residents were centered in the tiny homes. Too often cities center the aesthetic preference of the neighbors who serve on Design Review Boards - housed neighbors who mainly care about the exterior appearance and not the function of the interior space or the actual needs and preferences of the future residents.

Is there anything else you want to share?

In the film about rebuilding the coop, where did people live while the housing was being developed?

Respondent 2

What inspired you in these films?

Fact of life that housing is one of good fundamentals for building future generations. We might not be able to build future for our children, but we can build our children their own future. Start with basic affordable housing.

How do these films relate to your housing experiences?

Adult who didn't have [illegible] attitude since they lived in the slum. environment when they were children. WE can see the [illegible], no good hygiene, smoke in the building, full volume TV at midnight, etc.

What ideas from the films should be considered as the City updates the AHS?

It's important plan. Start where you are. Unfortunately, people who live in affordable housing won't be able to go to school (college, etc.). Some young may want to go to school (college, etc). Some young moms want to go to school but afraid for homelessness. Think! First think!
I think too!

Is there anything else you want to share?

6% housing price increase every year. One day I won't be able to pay!

Respondent 3

What inspired you in these films?

Resilience and inventiveness of people Community Difference between how people live and what they do to find community and be happy and hopeful.

How do these films relate to your housing experiences?

They don't. So few people live in apartments in the US! I grew up in a large apartment building, and it was the best. I always had friends and didn't need parents to ferry us to places - I could walk or take a bus. But I was never way even close homelessness.

What ideas from the films should be considered as the City updates the AHS?

It's really scary to grow old in Bellevue - you have to drive everywhere and what happens when it becomes unsafe? You can't walk to groceries, transit is VERY BAD, using walkability devices on Bellevue's sidewalks is sketchy. The city should think ow it does zoning and do it ASAP!

Is there anything else you want to share?

Bellevue is so expensive, and so few people can afford to live here, especially if they are young and trying to have a family. You need way more houses and they should be mansions. And way more smaller local shops and daycares.

Respondent 4

What inspired you in these films?

Idea of a neighborhood where one can walk, where there is enough density to support local businesses, public transit and have affordable living. Ditching car(s) allows to save a family thousands per month just in direct costs, not county health and environmental benefits.

The problem is city isn't changing zoning fast and wide enough, keeping best places as single family areas, nullifying the idea of walkable, nice, dense communities, and instead prioritizing expensive and inefficient suburban sprawl and car -oriented development which can't solve affordable housing problem. Density is not the problem, its the solution.

How do these films relate to your housing experiences?

It's hard to buy house/home even for very well off tech workers (me), because there is not much development of higher density units. I cannot imagine how people with median income or lower can buy ANYTHING in Bellevue. Bellevue is designed as business downtown + malls, rich suburbs, and high speed roads in between (with nothing else). Oversimplification, but that's how I feel :)

What ideas from the films should be considered as the City updates the AHS?

Prioritization of walkability, safety, public transit, alternative mobility, and people living on a street, not one who drive through. Fact that Bellevue Mall owner (and other people like him) dictate city policy is a freaking disgrace.

Is there anything else you want to share?

Thank you for organizing this! I know that change is hard and apologize if some of my notes sound too harsh. I'm grateful that there is an effort to solve these hard problems.

Respondent 5

What inspired you in these films?

Nullifying the idea of walkable, nice, dense communities, and instead prioritizing expensive and inefficient suburban sprawl and car -oriented development which can't solve affordable housing problem. Density is not the problem, its the solution.

How do these films relate to your housing experiences?

Oversimplification, but that's how I feel :)

Respondent 6

What inspired you in these films?

Community is needed by everyone, very inspired by the seniors facing difficulties as they age.

How do these films relate to your housing experiences?

I love my neighborhood but I do not plan to stay forever.

What ideas from the films should be considered as the City updates the AHS?

Don't forget the senior population and their needs. Transportation, if available, is not always easily accessible for seniors with mobility issues.

Respondent 7

What inspired you in these films?

Hearing about how different people navigate their homes and cities in different ways. Hearing about community participation process and grassroots efforts to address needs. Learning more about the history of housing discrimination and how that has build on itself over time.

How do these films relate to your housing experiences?

As a Chinese-American citizen, the struggles that seniors fact in housing stability and independence resonates with my experience with multi-generational living and taking care of parents/ grandparents. Having a zero-entry home and sidewalks would have greatly improvement the wellbeing of my grandparents and their independence.

The Freedom West story remind me of the work I did in Houston to challenge the I-45 expansion project that would have displaces a predominantly black community that had faced the same displacement in the past. Cities can either elevate community voices or create additional challenges.

What ideas from the films should be considered as the City updates the AHS?

Supportive housing options with onsite services, medical care, and amenities; on-demand shuttles for those with mobility challenges (perhaps tied to dedicated affordable housing projects);

Challenge developers to think about community needs and cultural ties in their process, in design, leasing of commercial space, unit mix, etc. (community participation in charettes) Facilitate ADUU designment (e.g. design requirements, tax credits).

Respondent 8

What inspired you in these films?

Some of the films made me think more about the e needs for affordable housing for older people. Also, how to help people ae in place and not have to move as they get older.

How do these films relate to your housing experiences?

The idea from the last film about how home appreciation build wealth but has also made things unaffordable today resonated with me. We bout our home in Redmond (near the Bellevue City Limits) 20 years ago. At that time, it was affordable to a relatively young family. Now our home is worth 5x as much. That's great for us, but our neighborhood is unaffordable for families just starting out or really anyone who's not already wealthy.

What ideas from the films should be considered as the City updates the AHS?

Not concentrating low-income housing in one areas (more diversity of income throughout the city). How to help seniors age in place. How to build a sense of community in new developments. Options for people in danger of or coming out of homelessness.

Respondent 9

What ideas from the films should be considered as the City updates the AHS?

Community building. Honor community perspectives/values. Implement policy/protocol to reserve wrongs/harms caused by local policy partner with engaged partners (funding, construction, community) to preclude covert motivation in affordable housing proposals. Redefine values of governmental, judicial groups.

Respondent 10

What inspired you in these films?

Many interesting ideas. I'm glad to see people are searching for varied solutions to so many problems.

How do these films relate to your housing experiences?

I'm in a privileged position - although we worked hard over many years to get here! But that is partly generational, and my daughter's generation is not having the same experience. Two well-educated, well paid professionals still can't afford to buy a house.

What ideas from the films should be considered as the City updates the AHS?

Senior transportation for those who can no longer drive ADU possibilities. Building low-income units in walkable areas with a variety of nearby amenities (stores, parks,...) making areas walkable for seniors, disabled = level sidewalks, benches, public bathrooms.

Respondent 11

What inspired you in these films?

Importance of regular community activation at different times of the day and for different audiences (low mobility, etc.) Walkability, especially near and variety types of shops/amenities - sidewalks/ available and reliable transit options nearby; ample seating for folks who need breaks. Flexible zoning is critical for more dense/affordable housing. Work directly with people who will benefit/be impacted - different people with lived experience = different needs and values stability and being able to forecast costs (for example property tax increases); important to develop community relationship and have a sense of place and independence. Leave space for imagination.

How do these films relate to your housing experiences?

Lack of walkability to nearby amenities and reliable transit - must take care to get everywhere; no close by spaces for community building; Bus stops nearby have no seating.

What ideas from the films should be considered as the City updates the AHS?

See inspiration question

Is there anything else you want to share?

Thank you for this film festival. It was helpful to hear other perspectives and see how other cities handle these challenges. I encourage you to continue thinking of creative ways to engage the community. I hope it brings other demographics to the table.

Respondent 12

What inspired you in these films?

The power of community to deal with issues related to aging or racism/social abuse. The abuse of power by those with means to hurt others in the country.

How do these films relate to your housing experiences?

Difficult finding housing but not nearly to the extent of marginalized groups.

Respondent 13

What inspired you in these films?

Aging in place capabilities (Vancouver). Some amazing stories about neighborhoods. Homelessness Helping Info.

How do these films relate to your housing experiences?

Concerns of community cohesiveness as Bellevue tries to make affordable housing in communities.

What ideas from the films should be considered as the City updates the AHS?

Do some changes as long as the communities can handle the potential increased density.

Respondent 14

What inspired you in these films?

It's important to get to the root cause of homelessness. Building integrated communities is the key. Listening and empathy. It's time to accept the responsibility to fix historical issues.

How do these films relate to your housing experiences?

I live in a nice condo building but some neighbors are racists. They have deep roots there and proud of their privilege. They are practicing hidden redlining.

What ideas from the films should be considered as the City updates the AHS?

Equity.

Respondent 15

How do these films relate to your housing experiences?

Not sure any of them really do, EXCEPT for showing what great things can happen when folks work together.

What ideas from the films should be considered as the City updates the AHS?

It's obvious the city needs to do more to insist on Universal design! 65+ population is growing and housing designs are not evolving. Universal design is for everyone. IT gives building options: A universally designed building can house young-->old. "Good design promotes well-being" - Freedom West 2.0 - Bellevue should ask residents to help design something great in areas where space allows - lie Newport Hills Shopping Center! City could be partners in a great space! Bellevue, buy the Newport Hills Shopping Center and work with community to provide needed open space, senior housing, affordable housing, local/neighborhood businesses, etc. We need a community center in that area, and both senior and affordable housing. It would be exciting to work with the City! This would allow our aging population in South Bellevue to stay in their community.

Is there anything else you want to share?

ADU's in film provided off-street parking. Don't do away with that when writing LUCA for ADU and DADU. Parking issues destroy neighborhoods!! Don't allow codes to reduce or eliminate off-street parking. Cars are not going away and by failing to make adequate off street parking, you are causing all sorts of degradation to spiral in our neighborhoods! Too many neighborhoods do not have sidewalks and cramping cars on streets works against vision zero as you are forcing pedestrians in the street. Kids need to walk and bike in neighborhoods, older folks with walker/scooters + folks with strollers do NOT deserve to be forced into the street to walk.

Respondent 16

What inspired you in these films?

Cities in different states have noticed that there are some issues around. However, there's one major issue that the movie didn't mention is too many IT companies have moved into the region of east king county. Those giant IT companies have brought lots of people from either other states or other countries into east side. It has caused heavy traffic, and max out the local resources.

Respondent 17

What inspired you in these films?

The variety of issues which cover all ages of people.

How do these films relate to your housing experiences?

Interesting to see the senior's ideas of what they need/like.

What ideas from the films should be considered as the City updates the AHS?

Freedom West: people taking part in creating their project. Creating something with everyone in mind, like in a family. 1968 Fair Housing Act. Separation impedes our success " accept responsibility to fix it".

Respondent 18

What inspired you in these films?

Neighborhoods shape lives of people, people also shape neighborhoods. Structural inequality, segregation manifest in access to homes, further perpetuating the inequality. Neighborhoods are not just about homes, but also about the landscape, facilities, and communities around it.

What ideas from the films should be considered as the City updates the AHS?

Integration, walkability in consideration of seniors.

Is there anything else you want to share?

I hope to sign longer contracts (at least the choice to), as no contract was longer than 1 year, meaning I have no guarantee that I can afford the rent in the next year, if they raise the rent and push me out.

Respondent 19

What inspired you in these films?

Historical segregation policy.

What ideas from the films should be considered as the City updates the AHS?

Supply of small size homes like victory 2.0.

Is there anything else you want to share?

Renewal contract from renting company - is increase rate of rent year over year reasonable? Limitation on the rate needed? Or to be managed?

Respondent 20

What inspired you in these films?

1. Vancouver = public transportation; US = uber/Lyft
2. Homeless - home is permanence
3. Being involved in community and the decisions making process breaks the cycle of poverty

Respondent 21

What inspired you in these films?

What inspired me is that we are finally talking about making things right for everyone. And that we are willing to talk about making neighborhoods livable for all. Let's get away from monocultures.

How do these films relate to your housing experiences?

Moved to Bellevue partially to have a more walkable neighborhood close to transit.

What ideas from the films should be considered as the City updates the AHS?

Affordable does not always equal livable. Size, location, neighborhood all matter. Don't make the same mistakes by putting all affordable housing in one (ghetto) area. We should be thinking of integrating it.

Is there anything else you want to share?

Thank you for getting the conversation started.

Respondent 22

What inspired you in these films?

I am very interested in, and have been active in getting Bellevue to create affordable housing for the last 20 years.

How do these films relate to your housing experiences?

It took us 5 years to be able to have affordable housing SOMEPLACE in Bellevue because of a lack of empathy on the city Council of Bellevue where conservative members created an environment that drove a wedge between members of our city. THANK GOD we made it through that time. We MUST make Bellevue more affordable and STOP talking about it.

What ideas from the films should be considered as the City updates the AHS?

Redressing the wrong from the past. Where's the Bellevue plan?

Is there anything else you want to share?

As a senior who has lived here since 1991, we are finding that the property taxes and water costs of Bellevue are driving us out of this community. I find this distressing.

Respondent 23

What inspired you in these films?

Create solutions and design strategies to expand access to housing!

How do these films relate to your housing experiences?

I have experience housing stress as a renter in a tight housing market.

What ideas from the films should be considered as the City updates the AHS?

ADU/more micro homes.

Is there anything else you want to share?

Thank you for organizing this event!

Respondent 24

What inspired you in these films?

The films provided a lot of education to the people people connecting to one another. Event very well organized.

What ideas from the films should be considered as the City updates the AHS?

Showing these films to commissions, staff, and city council. Also to 50% of white population in Bellevue. Walkability, accessibility

Is there anything else you want to share?

I wish there had been more about options for middle housing that relates to Bellevue. We need more PLEASANT walkways. Disappointed not more solutions for low income families. Actually only... - the garage apartment. Not an option...mostly depressing.

Respondent 25

What inspired you in these films?

Older folks not being displaced by needing more support or income. Access to transit within one's neighborhood. People developing roots or history in the community for their families. "make it feasible for people to stay in place." The ability to keep multigeneration together, keeping adults in home through renovations. Seed neighbor. Not making assumptions about what a person would want, especially if not sharing a similar background. Housing is not the only answer - community is. Safety + dignity. The people most affected have to be involved and heard. long term solution over short term answers.

How do these films relate to your housing experiences?

I or people I know have shared experience of each of the films played.

What ideas from the films should be considered as the City updates the AHS?

Ensure codes, laws, process and future plans are examined to identify equity, access and privilege issues. Prioritize community building/access to meeting all needs inside one's community.

Is there anything else you want to share?

Working together as a community is vital. Thank you for putting together this opportunity.

Respondent 26

What inspired you in these films?

I'd Rather Stay - 48 years in same house and neighborhood. Older people fear losing independence more than death. Seniors need access to transit, facilities. Garden/Garage suites - cost to build cheaper than buying an apartment Empathy in Community First --> Tiny Victories 2.0: 200 sqft micro home - permanent solution for homeless - I want to see more. Betances Residences - safe, affordable + beautiful place to live.

Respondent 27

What inspired you in these films?

Frances - Family tree - what's housing choice voucher. Freedom West: heart of Fulmore/SF; housing cooperative community; fighting gentrification; Fullmore district was considered "blighted" Rev James Anstelt Hall - Freedom West Coop 25 years after founded - what happened? Segregated by Design - St Louis - separated; federal govt segregated neighborhood; de jure segregation - SHOCKING!

Respondent 28

What inspired you in these films?

Help builder developers keep smaller homes instead of all large ones. Access buses are late too; change how neighborhood is laid out - don't make same mistakes - how to rebuild the suburbs? How to make the suburb walkable? Hoping for more ideas from around the world. Affordable # livable for family 4 > 350 sqft

Respondent 29

What inspired you in these films?

I was especially inspired by "Tiny Victories" and the empathetic approach to design. All the films were worthwhile!

How do these films relate to your housing experiences?

I and my husband was able to manage downpayment on our first home 35 years ago, allowing accumulation of equity that benefits our family.

What ideas from the films should be considered as the City updates the AHS?

Build opportunities to provide redress and remedy to the effects of historical racial inequities.

Is there anything else you want to share?

Thank you. Please share these films widely within Bellevue. Also, curb/restrict short term (Airbnb) to overtake more than a small % of housing stock. Regulation to prevent housing speculation by non-residents of the state or country.

Respondent 30

What inspired you in these films?

The aging society brings about numerous challenges, one of which is housing. Ensuring adequate housing for people is a very complex and difficult issue.

Respondent 31

What inspired you in these films?

For the elderly, the top priority is a comfortable and quiet living environment, followed by convenient facilities.

Respondent 32

What inspired you in these films?

I hope to see more senior apartments and community activity centers built, along with improved landscaping in the surrounding areas. Rubber flooring should be installed in the central park. There is a shortage of community activity centers for the elderly in the downtown area. The water in the central park's pond is excessively dirty.

Respondent 33

What inspired you in these films?

I hope the community will place greater emphasis on the needs of the elderly. Spaces should not be too small, and the surrounding areas should offer convenient access to transportation, shopping, and medical services. It is this kind of affordable housing that truly meets the needs of the public.

Respondent 34

What inspired you in these films?

The issues mentioned in the video are challenges that the American society has already faced, and in most cases, solutions have been found. However, all Seattle Eastside cities, including Bellevue, are now facing a very serious problem: Too many IT tech companies, such as Amazon, Google, and Meta, have employed a large number of people from other places and require them and their families to move into various Seattle Eastside cities. Since the Eastside cities are originally of a third-tier scale, the sudden rapid population growth has caused problems in transportation, infrastructure, schools, hospitals, housing, and more. Not everyone in the region works in the IT industry, but the high salaries and stock-based compensation of those who do have drastically driven up housing costs, effectively relocating people in non-IT industries from the local housing market where they have lived for years. City governments like City of Bellevue should consider significantly increasing the taxes on major local IT companies and using the revenue to subsidize affordable housing for local residents.

Respondent 35

What inspired you in these films?

I'm glad to have watched these videos and to learn that they reflect a range of voices from different communities and perspectives. Only by uncovering the root causes of problems can we truly solve them. After watching the videos, I have a better understanding of the reasons behind the phenomenon of homelessness. The historical exposure of racial segregation presented in the final section was especially shocking. Its harmful effects are still ongoing, and it's something that really needs to be eradicated.

Respondent 36

What inspired you in these films?

I want to apply for affordable housing immediately when such housing units come on the market. But in that case, I need information.

- Issue of aging population: Apartments for the elderly must be located near hospitals, pharmacies, and shopping centers. The apartments must be located in a place where everything is nearby. [star drawing that indicates importance]
- Society in which everybody helps each other out. Care and understanding from neighbors are needed.
- Being homeless is a tragedy. Provide everybody with housing [drawing of a house with a plant].

Respondent 37

What inspired you in these films?

What is the residential living space that is important for seniors?

The residential living space is not merely the house (building) but is rather the neighborhoods and communities.

My neighbors, whom I have known and who have known me, are as close as my family members and we get to spend our retirement years helping each other out. If I want, I should be able to live in the house in which I have been living along with my neighbors for a long time without having to leave.

Appendix C:

Phase 2 Partner Survey – Assessing Actions

What areas of affordable housing do you/your organization have direct experience with?

- 80% AMI
- Advocacy, community engagement (including for comp plans), and efforts to advance equitable development (currently serving as a member of the King County Equitable Development Initiative Community Work Group)
- Affordable housing development and financing including LIHTC and NMTC. Permanent supportive housing development. Public housing RAD conversions.
- All areas of affordable housing. We administer some permanent supportive housing, and as a shelter operator we refer to all areas of affordable housing from 0% income to 80% AMI.
- All of them.
- Architectural design and construction
- Assisting participants in completing King County Housing Authority applications
- Best practice identification of community engagement, siting, and operations of PSH, and affordable housing in general.
- Also, working to increase affordable housing in general. Mostly advocacy and education.
- bond/4% credit new construction deals, hybrid 4%/9% deals and non-LIHTC affordable new construction deals.
- Developer and owner of 7,000 units of affordable rental housing in multiple states, with the largest concentration in Washington.
- Developing, owning, and managing affordable housing, managing Housing Choice Voucher program, providing financing and vouchers to other developers
- Development and Management of Affordable Rental Homes, Down Payment Assistance for first time homeowners, Homeownership Housing Counseling
- Development and Partnerships with Affordable Housing Developers
- Development of MFTE affordable housing.

We, the tenants, are just cautious and worry about leaving that property in a better state than when we moved in. Otherwise, the final charge is higher or they send us to collections. For that reason, I want to ask for better laws that protect the tenants.

development, multi-family ownership, policy

Development, Operations, Services, and Financing

Development, property management, resident services, maintenance, compliance - 10-300 unit multifamily rental housing

Direct funding of affordable housing projects, housing policy research and advocacy

Due diligence and entitlements for dozens of affordable housing projects. Housing policy drafting and advocacy.

Emergency Family Housing

Emergency housing placement; middle housing development, inclusive housing; inclusive design and development

Entitling and permitting townhomes

Experienced developer, project manager, and advocate of affordable housing

Have provided Affordable housing in our communities when required.

HDC has extensive experience developing non-tax credit affordable housing ranging all the way from 0% to 120% of area median income. We've developed buildings from 6 units to 396 units. All of our projects are privately financed through an array of both impact and non-impact capital partners.

Homeownership, affordable housing development

Community Land Trust

Housing development, property management, design, supportive services, rental housing, PSH, workforce housing, emergency housing, new construction, preservation.

I have been developing affordable housing in the Puget Sound for the last 15 years

I have built several affordable housing units through ARCH

I have experience with the development and management of MFTE, Seattle MHA, Section 8 and federal tax credit subsidized housing as well as workforce housing (80%-120% AMI).

LIHTC, bond financed, inclusionary and voluntary (MFTE).

Mary's Place works with families experiencing homelessness and housing instability. We provide services that help families exit homelessness and return to housing as well as services that help families with histories of homelessness to remain housed and avoid repeat episodes of homelessness. We provide housing navigation to assist families in accessing affordable units and homelessness prevention funding to support struggling families in maintaining their housing.

Member association

MFTE Programs on the Eastside

MFTE, mandatory affordable, naturally-occurring/older apartment acquisitions and management.

Middle housing (townhomes, duplex/triplex buildings, accessory dwelling units, single-family homes)

middle housing projects

ODMF serves people with intellectual/developmental disabilities and their families practically those from the diverse, underserved communities. We have homelessness assistance, youth and family homelessness prevention programs, and partnership in inclusive & accessible housing development.

permanent rental housing, housing with support services, 30-80% AMI, market-rate, across 22 states, public-private partnerships, many different populations

Permanent supportive housing

Strong interest and commitment to building affordable housing and a larger community center on our property

Subsidized housing for youth and young adults

United Hub does not directly purchase or develop housing; however, we are deeply involved in the community engagement and education side of affordable housing. Our focus lies in bridging the gap between housing programs and historically underserved populations—particularly immigrants, low-income renters, and seniors from Asian and other marginalized communities in East King County.

We build market rate homes. We have plenty of experience on construction costs regardless of whether the home is built at market rate or affordable pricing. Costs do not discriminate based on housing typology.

We create them

We experience the impacts of the lack of affordable housing on enrollment and supporting families experiencing housing insecurity. We also are challenged in recruitment and retention of staff due to high housing costs.

We help residents apply for affordable housing and we provide emergency rent assistance to keep families in their apartment homes.

We represent affordable housing developers, and we also represent market rate developers who build the most amount of housing in Bellevue.

We represent organizations that build all types of affordable housing- multifamily, homeownership, and policy/analysis.

We work directly with builders and developers who produce the majority of market-rate and middle housing in the region. Our organization has hands-on experience navigating zoning, permitting, and development regulations that directly impact housing feasibility and affordability. We also engage in policy advocacy to promote balanced, effective housing strategies that include both market-driven and income-restricted solutions. Our expertise lies in understanding how regulatory frameworks influence the cost, timing, and scale of housing delivery.

We work with many individuals experiencing chronic homelessness and have been operating a transitional housing site for the last 2 years.

What areas of affordable housing are you/your organization most interested in or passionate about?

39 to 50 AMI

60-80% AMI

Affordable housing accessibility for families exiting homelessness who are often low-income, as well as long-term housing stability for families with histories of homelessness who are often extremely rent burdened.

Affordable senior retirement housing.

All of them really- there is a dearth on the eastside in all categories of affordable housing.

All! Advocating for more affordable housing for families and units with 3 bedrooms.

Appropriate regulations for all housing development, minimization of road blocks to development of all housing, but specifically Multifamily, Increasing total housing supply

Assisting people in getting housed in King County

Cottages and small unit development

Creating affordable housing that is embraced by all sectors of the community. Expanding affordable housing, utilizing data and technology to advance affordable housing.

Creating and owning affordable high quality housing that provides a safe and comfortable living environment for residents.

Decreasing barriers to building housing, increasing housing supply across the region

Demonstrating that increasing the supply of ALL housing, including 100% market rate, makes housing more affordable across the income spectrum.

Dense housing near transit.

Development, Operations, and Services

Dynamic affordable housing policies and investments that help cities get ahead of housing affordability issues before they spiral into mass homelessness issues.

Emergency Family Housing

Emergency housing placement; middle housing development, inclusive housing; inclusive design and development

Encouraging the city to reduce the burdens to build all housing, which makes housing more affordable to build. We need to stop talking about “affordable housing” and instead talk about “housing affordability”-- which requires the city as a true partner to achieve.

Every element of developing and operating affordable housing is critical, and we are passionate about it all. We are also committed to advocating for resources and policies that advance affordable housing and to building community relationships that ensure on-going support for affordable housing policies and great community experiences for our residents.

Every sector of housing needs to be served. Upper/middle and affordable housing. “All sails rise” when every sector is addressed.

funding

Funding and land use

HDC is most passionate about creating transit-oriented affordable housing that maximizes density and sustainability, allowing us to deliver more homes, and less carbon intensive homes, at lower costs near transit. Our focus is on providing the highest access to opportunity for the people who call our buildings home - pioneering development models that challenge conventional approaches to create vibrant, walkable communities where residents can thrive without car dependency. Our focus is on advancing both housing affordability and environmental sustainability through thoughtful, transit-focused design that prioritizes quality of life at a price more people can afford.

Homeownership affordable to those who makes less than 80% AMI

Homeownership opportunities and funding resources

Housing affordability at all levels

I am most passionate about the preservation and development of family-sized affordable housing (2+ bedroom units), particularly workforce housing, in urban areas.

I focus on the development of MFTE affordable housing and market rate apartments.

Inclusionary and voluntary (incentivized).

Lowering all costs for new construction. Including development and permitting costs, streamlining the review process and limiting impact fees and expensive updates to state building codes.

MFTE programs

Middle Housing expansion in Bellevue

Most passionate about increasing supply so that housing is obtainable by all. Housing affordability at all levels

multifamily and homeownership

New construction, preservation, PSH, workforce housing, mixed income housing.

permanent rental housing, housing with support services, 30-80% AMI, market-rate, across 22 states, public-private partnerships, many different populations

permanent supportive housing, homelessness response

Permanent supportive services to low-income persons with disabilities and their families in an affordable rental housing

Homelessness prevention services

Inclusive and accessible housing development for people with disabilities and their families with onsite wrap around programs, services and support

Providing best in class housing with efficient use of public resources.

Public private partnerships

Senior living

Senior retirement independent living

Subsidized or moderate income Housing for young adults

the fees associated with middle housing projects

TOD affordable housing, family-sized housing, partnerships with non-traditional housing developers like school districts, city government, transit agencies, etc.

Townhomes

United Hub is most passionate about equity in access to affordable housing, particularly for immigrants, low-income renters, and non-English-speaking communities who are often left out of traditional housing systems due to language, cultural, and systemic barriers. We are especially interested in: Culturally

responsive outreach and education - We believe that affordable housing programs cannot succeed without inclusive outreach. We are committed to closing information gaps by delivering housing resources in multiple languages and formats that meet communities where they are. Preservation of naturally affordable housing - We care deeply about helping families stay in their homes and neighborhoods—especially seniors and renters at risk of displacement. We support energy efficiency, healthy homes, and rehabilitation efforts that can extend the life and affordability of existing housing stock.

We are most focused on expanding the overall housing supply, particularly through policies that enable more market-rate and middle housing. We believe this is essential to improving affordability system-wide. We are especially passionate about reforming local regulations that make it harder or more expensive to build new homes, and about ensuring that housing policies are grounded in economic feasibility and practical implementation. By supporting a diverse range of housing types and tenures, we aim to create a more attainable housing market for all income levels.

We are most passionate about improving access to affordable housing for people experiencing chronic homelessness and housing instability.

We focus on 50% to 100% AMI projects.

we have about one and a half acres that is undeveloped

We're most interested in the local systemic opportunities to increase affordable housing - especially for 0-80% AMI households - via city policies, and cross-sector investment in sustainable funding strategies. We're also passionate about community involvement in planning, design, leadership, and ownership of affordable housing communities (housing units as well as affordable retail, community spaces, and other amenities that bring more mixed use and mixed income neighborhoods to East King County). This ties in with our "Build for Belonging" initiative to advance equitable development practices to ensure that new developments center communities that have been excluded and disproportionately displaced due to systemic inequities and the lack of affordable housing.

Workforce housing for our staff

Young Families with Students in the Bellevue School District

Other than capital funding, what do you perceive as the greatest challenge to meet the need for affordable housing over the next decade? Please explain your answer.

Access to land, infrastructure funding,

Aside from funding, one of the biggest challenges to affordable housing is rigid zoning and regulations that limit density and slow development. Community opposition, labor shortages, and rising construction costs also add pressure. Addressing these issues will require policy reform, public engagement, and innovation in design and construction.

Barriers to housing development, disincentives. The best remedy to help regional housing affordability is to build A LOT of housing. Over supply of housing is much more powerful to reduce regional affordability

than select, targeted affordability programs. Plus, most new development will utilize the MFTE or other incentive programs if properly calibrated. This will ensure 20% or more of all new housing is affordable.

Bellevue is expensive and not a good place for mid to low income people to retire/live with property, real estate prices and cost of living so high. I'm retiring soon and will be moving away from the eastside to a more affordable area of Puget Sound.

Builders are under a lot of pressure to provide housing and the continual added cost of construction and housing production is making infill middle housing projects not economically feasible as well as existing home values being out weighted compared to what a builder can pay for land. Excessively priced affordable housing fees will crush housing production.

Capital is the most critical item, especially in high costs markets like Bellevue. There are not enough government owned sites to provide the desired goal of housing units, so that means developers will have to buy land at market rate prices. It will be hard for developers to buy land speculatively without feeling confident the gap funds will be there to capitalize the project.

A city sponsored acquisition loan program would be helpful in this regard.

In addition to capital, permitting timelines and construction inspection timelines are a concern for Bellevue projects.

Citizen acceptance of the housing itself and the voting electorate looking to support it.

Community support for siting, land availability, and important supports for people with disabilities.

Corporate real estate developers, Individual citizens, Slow pace of zoning

Cost to develop and construct. Ever increasing land use restrictions,

Dealing with the City - it is almost impossible. We have just been through about 18 months of permitting to REPLACE our portable buildings and we have found the city most uncooperative. We are just REPLACING not asking for a totally new project

Education of existing land owners of options related to middle housing in Bellevue. There has been very little educational outreach to Bellevue residents that has communicated the zoning changes that are coming soon.

Escalating cost of land; construction cost

Government trying to keep their hands prints on projects with one time expenditures instead of investing in perpetual benefits as to not just throw good money after bad to a never ending problem

High cost government regulations.

Housing prices continue to rise; shortage of housing stocks; pay difference between professions; zoning and building codes are not reflecting the majority of the housing needs for the population in our region; corporate and public agency partnership to share the housing burden;

Housing produced by the public sector/non-profits costs more to produce than a similar unit of housing produces by the for-profit public sector (due to strings attached to funding sources, prevailing wage requirements, administrative costs, etc.), but sufficient subsidies do not exist for the private sector to be able to produce 50% AMI housing.

In Bellevue, permitting is extremely challenging, time consuming, and expensive to pursue, even compared with Seattle. We appreciate the efforts to correct this and look forward to more streamlining. Land costs are also prohibitively expensive.

In the past decade, we have seen rents continue to rise while wages have remained largely stagnant. This means that, even when affordable units are available, Bellevue is not an attractive community for lower income households that are not able to access jobs in the community which allow them to afford the units. We anticipate this to continue to be a challenge in the coming decade. There has also seemed to be some community reluctance to affordable housing projects being sited or located in the Bellevue community. This lack of community buy-in, and in some cases actual hostility, can pose a major challenge to accomplishing the goal of increasing affordable housing.

Jurisdictional inefficiency, poorly written and applied code, unaligned interests between Bellevue's stated targets (above) and city officials' approach to achieving those targets.

Lack of competition in the marketplace, lack of supply of available building lots, cost of acquisition of building sites, tariffs on building materials and development related expenses

Lack of streamlined/automatic entitlement and permitting processes at the city level. Excessive parking requirements citywide/outside of TOD areas. Decreased federal support for operations and rental subsidy.

Long waiting lists.

Need for operating and maintenance subsidies for developers that rent to 30% and 50% AMI renters. Parkview Services typical tenant earns about 12% AMI. We charge rent at 30% of the tenants income less a utility allowance no matter how low their income is. We typically lose \$8,000 annually on a 3 bedroom home with no subsidy. Also, public funders provide very little incentive for non-profit housing development. A 10% developer fee provides operating cas for the non-profit provided the budget is managed well but no revenue. The non-profit carries a liability for the entire award for the 50+ year commitment period.

On going operating costs. Rents for affordable housing is not keeping up with expense increases and the margin for error gets thinner and thinner. It's getting hard to pencil affordable housing developments.

One of the greatest challenges beyond capital funding is the lack of culturally and linguistically inclusive community engagement—especially among renters, seniors, immigrants, and low-wage workers who are most affected by the housing crisis. Even when new affordable housing is created, many eligible households are not aware of opportunities, struggle to navigate application systems, or lack the trust and language support needed to take advantage of them. This results in underutilization of existing programs, continued housing insecurity, and missed opportunities to create lasting housing stability. In addition, we believe the following barriers are significant: Land availability and zoning constraints - Suitable, well-located land for deeply affordable housing—especially near jobs, transit, and schools—is

increasingly limited. Regulatory barriers and long permitting timelines further constrain what's possible. System fragmentation and complexity - The affordable housing system involves multiple agencies, timelines, and layers of eligibility. For low-income residents, especially those with limited English proficiency, the process is overwhelming. For smaller organizations, it is difficult to navigate or partner on development and service delivery. Displacement pressures and lack of tenant protections - Rising rents and redevelopment often push out long-term, low-income residents before new affordable units are even built. Without stronger protections, preservation efforts, and outreach, we risk deepening inequities even while trying to solve them. In our view, accelerating production must go hand-in-hand with strengthening access, trust, and retention strategies for the people who need housing most.

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One of the greatest challenges is the regulatory environment that restricts housing supply and drives up costs. Zoning limitations, discretionary review processes, complex permitting requirements, and impact fees all add time, risk, and expense to building new homes—particularly in high-demand areas like Bellevue. These barriers reduce the feasibility of both market-rate and income-restricted housing projects. Even with capital funding, affordable housing cannot be delivered at scale if regulations make development too slow, costly, or uncertain. To meet future needs, the City must prioritize streamlining approval processes, reducing unnecessary constraints, and allowing greater density and flexibility in residential zones. Without meaningful regulatory reform, funding alone won't be enough to close the housing gap.

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Operating expense escalation relative to income growth. Expenses, particularly insurance expense, have grown significantly in the last 5 years. Insurance costs have increased anywhere between 50% to 100% over that period even for large, experienced operators. Interest rates have similarly eroded cash flow. When property operations fall out of balance, there's a real risk of 'affordable' properties falling into disrepair.

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Operational funding, land (availability and ability to secure), inflation and rising cost of construction and operations.

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Permitting barriers and delays. Any regulatory requirements that add time or cost to projects.

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Plymouth Housing provides permanent supportive housing, which includes crucial onsite services for residents. While these services are typically funded through various public sources like Housing Choice vouchers and Operations, Maintenance, and Services (OMS) funding, these combined sources often don't fully cover the cost of core services such as case management and property management. Furthermore, enhanced services like onsite nursing or other healthcare are generally ineligible for most existing funding, leaving them unfunded. Administrative costs, including community engagement, are also capped as overhead, requiring Plymouth Housing to cover any expenses beyond that limit. Ultimately, the most significant hurdle for permanent supportive housing is securing flexible, dedicated, and complete long-term funding for its services, operations, and support staff.

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Political will. Working with developers to incentivize building more product and reducing regulation barriers.

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Public transportation so the residents without reliable transportation can get to work, school, etc.

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Regulations that drive up the cost of providing housing.

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Regulatory barriers are the single largest challenge to developing affordable housing. These barriers come in many forms from process (entitlement requirements and timeframe) to substantive requirements that increase the cost of production.

Regulatory burdens. Bellevue has made it so hard to build and entitle any housing--it is already behind and has to build its way out of a hole. Too many projects require design review. Too many projects require onerous transportation reviews. It is getting worse, not getting better. The average design review project now takes over 900 days to approve. This is not good.

regulatory obstacles stifling supply

Residents who are resistant to having affordable housing located in their neighborhood. Keeping the housing affordable once it is built (i.e., Polaris raising rents by up to \$400 and increasing the parking costs after a year).

Restrictive land use, slow permitting

Rising development costs, including increased construction costs caused by energy codes, impact and permit fees, put significant stress on development budgets and incur millions in design fees. Permit timelines on the Eastside are usually a minimum of 2 years. It takes 2 years to build a typical midrise apartment. This means it takes a minimum of 4 years to build a housing community. I know the prompt says "other than capital funding", but I can't state the importance of this enough. Without capital funding, there is no development. Rising costs, mandatory affordability, and expensive and long permit timelines severely impact our ability to procure financing.

Stable, safe operations of units at our below 50%. Not creating a policy environment that puts other residents and the financial stability of the property at risk.

Supply constraints on market rate housing.

Sustaining and expanding financial support to fund operations - resident services, steep increases in utility and insurance costs, competitive salaries for site staff, etc. Especially given the threat of federal funding cuts in operating support. Continuing to build the political will within governments, business and neighborhoods to welcome affordable housing. Development of highly competent bureaucracies that efficiently manage the funding, regulating, permitting, etc. of affordable housing. Land use policies that support density in high opportunity neighborhoods.

The availability of Land. Land that can be developed at an affordable price is difficult to find. Also permitting takes too long. If permitting times could be reduced it would help reduce risk and cost.

The majority of people that I work with, their only barrier is funding. They are prepared and able to live in independent housing, but are waiting on vouchers or benefits.

The Permitting process I hear can be long and expensive at times. Community buy-in for affordable housing is a challenge as well.

The persistent elevation and prioritization of homeowners (specifically, those who own large, single unit lots) over people who own or rent housing in multi-unit developments has dominated regional planning

and the public will - or lack thereof - for affordable housing. As a result, land zoned for “single-family residential” uses, known in Bellevue as “large lot residential,” “low density residential,” and “suburban residential” areas, account for the vast majority of land in the city and do not allow for the density required to meet affordable housing needs in an equitable manner. The preservation of those land uses—through zoning and HOA covenants—forces affordable housing developments to be concentrated into city centers, which perpetuates existing inequities. In addition to the current challenges posed by zoning restrictions and HOA’s, an overall challenge is educating the broader community about the benefits to affordable housing for all and the negative impacts on Bellevue and other cities when there’s not enough affordable housing.

There is no greater challenge than figuring out how to get the capital needed to produce 2,700 units below 30% AMI and 1,450 units below 50% AMI. Affordable developers will figure out the rest as long as City has enough review staff and prioritizes these project reviews. Around twenty-seven (27) 9% LIHTC awards would be needed to fund 2,700 units at 0-30% AMI when WSHFC awards approximately one to two 9% awards to the Eastside every 1-2 years. Around nine (9) 4% LIHTC awards and \$180 million gap funding (\$20 million per project) would be needed to fund 1,450 units below 50% AMI. That is all assuming the units are not dispersed in market-rate projects. 0-40% AMI households should have access to support services so usually market rate is not operated accordingly to best suite the needs.

Time and permitting.

To provide PSH and 30% AMI units we need multiyear OMS funding support.

We think the greatest challenge, other than capital funding, is the zoning and permitting requirements imposed by municipalities. Strict vehicular parking requirements, for example, impose an impediment to our ability to deliver the most affordable housing possible due to the extreme cost of below-grade parking garages. Separating parking from housing enables us to focus all of our development capacity toward providing homes for people, not homes for cars. While traditionally parking and units were linked, modern last mile connections like e-mobility devices and rider shares have significantly reduced car dependency enabling renters to save money and help our communities reach their climate change goals.

Zoning and permitting processes can delay or discourage the types of housing most needed for low and moderate income households. Expanding zoning flexibility, streamlining permitting for affordable housing, and identifying publicly owned land that can be prioritized for community benefit. We also need strong collaboration between public agencies, nonprofits, and private developers to ensure land use policy aligns with Bellevue’s equity, sustainability, and livability goals.

Zoning, i.e. density, building height, setbacks, parking, tree canopy

Other than capital funding, what do you perceive as the greatest challenge to meet the need for affordable housing over the next decade? Please explain your answer.

A major opportunity is expanding public-private partnerships to unlock resources, streamline approvals, and increase supply. Innovations like modular construction and adaptive reuse of existing buildings also hold great promise. With the right policies and collaboration, these strategies could significantly boost affordable housing over the next decade.

aligning interests to achieving all housing goals within Bellevue's planning department. minimizing red tape to increase supply of new housing, all types, will work in conjunction with specific affordable mandates to help more efficiently and naturally meet the goals for affordable housing.

At the state level funding has been increasing. Also if more funds were made available low interest loans for non-profit developers like the WSHFC Land Acquisition Program loans we would use it to develop more and faster. Upzoning, relaxing parking requirements, allowing non-owner occupied properties to add ADUs all work to increase affordable housing.

Available land and partnering with churches who have excess land

Bellevue could leverage its credit rating to issue housing bonds to create more affordable financing options for developers. It could also make available city-owned land for affordable housing development - and the City could retain ownership of the land by offering long term ground leases, so the land can serve some future purpose for the community depending on what is needed in 50+ years!

Bellevue has a tremendous opportunity with the Affordable Housing Fund and other resources to support and grow permanent supportive housing in the City. Because the funding is flexible and can be used for enhanced onsite services, this is a unique opportunity for Bellevue to be a leader in the permanent supportive housing space. Other municipalities have elected not to utilize sales tax locally for this purpose and often have funding limitations that prevent them from investing more in permanent supportive housing.

Bellevue's Comp Plan and rezones, MFTE, public private partnerships

Build more high density affordable housing apartments

Build more housing. A heavily increased supply of new housing will both drive down market rents (which are the most demanded unit class in high-income Bellevue), and it will serve to lower AMI rents across existing buildings. What were naturally 80% apartments will become 70% AMI over time as supply and competition increases. Econ 101.

Capital investment in new supply

Converted office buildings/other empty spaces

Density

Eagerness from community to work with government to develop accessible and affordable housing

Educating and advocacy for the entire community to help them understand the need for affordable housing, and the positive impact of it. This will need to be done by identifying best practice for community, engagement, siting, and operating of affordable housing that meets the needs of all stakeholders.

expanded capacity

Finding a way to re-imagine partnerships between market rate and affordable developers/units/ opportunities.

Finding solutions to alternative housing options, including co-housing.

Generally, it seems that allowing more density is more accepted. We will have to build more density in order increase the supply.

Given the AMI in the area, “affordable” housing is often not affordable for those working minimum wage jobs. We work with families who are exiting homelessness, and very few of them can afford units targeted to 30-50% AMI. This results in families having to leave the Bellevue area to find housing. For the families we serve, we perceive the greatest opportunity to be in the development of units targeted to 30% AMI and below, ideally with connections to housing vouchers. We also see opportunity to create access to careers with the potential for economic advancement so that people are able to secure living wage jobs in the Bellevue community which allow them to live and work there. We also know that it is very difficult for large families to find units that they can afford, so there is also opportunity to pay attention to the development of affordable units that can accommodate large families.

Harnessing market rate developers and giving them true incentives to construct housing, and affordable housing. This may be through MFTE or other programs--but rezoning and slapping a mandatory housing requirement on them is not going to work. Utilize actual incentives that people can choose.

Having groups like Amazon and Microsoft participating is a great help. They should be embraced and collaborated with. Unfortunately, I don't think the affordable housing crisis will ever be solved, this is just about doing our best to keep up.

Housing density on the Eastside.

Increase incentives for developers, increase densities in locations that will support greater housing supply (to increase supply in the marketplace)

Local resources that can leverage LIHTC such as State Housing Fund, City of Bellevue, ARCH, King County, progressive revenue sources, housing levies, and dedicated housing funds.

MFTE or other similar tax exemption options that incentivize market-rate developers/builders to produce affordable housing. Mandatory or jurisdictionally funded programs alone aren't capable of producing adequate quantities. Also, market rate developers/builders should not be required to use prevailing wages. Requiring prevailing wages significantly hampers the ability to produce housing affordably.

MFTE programs which offer voluntary participation in exchange for tax abatements are critical to helping new projects succeed. If lower AMI targets are the City's goals, the % of units required should be reduced (i.e. 20% of units at 80% AMI works, 20% at 30% or 50% of AMI will not be financially feasible). Percentage of unit requirements above 20% cause our financing partners (including lenders) concern. Additionally, shortening development timelines and some of the costly hurdles will quicken time to market and thus increase supply, which is truly what keeps rents low.

More housing is needed. Regardless of which type of housing so anytime a jurisdiction is focused on bringing more housing into the system - that is a good thing.

Now's the time. There is clear recognition of the need and synergy across sectors that can and should be leveraged.

Of the things within Bellevue's control, reducing the regulatory impacts, maintaining and improving the MFTE incentive (12-year extension). Finding solutions to enable lower-income housing that do not interfere with market-rate housing production.

open zoning for building more multi-family housing; private and public funding partnership; require private housing builders to set aside numbers of units for low-income household or % of their profit for housing trust fund; invest in non-profit affordable housing developers; bring impacted communities and funders together to create solutions

Partnering with Imagine Housing and the Bellevue School District to build affordable housing on BSD property.

Partnerships with public entities like the City of Bellevue, Sound Transit, UW, the State's community colleges to use surplus public land for affordable housing in high opportunity neighborhoods. Expansion of a tool like the Seattle Housing Levy to a broader region - County-wide or even broader.

Radically increase density in all neighborhoods - this is a necessary foundation for affordable housing, especially for mid-rise zoning that is typically a more affordable construction type. New funding sources - most issues come down to funding and a gap between the rents that can be charged and the max allowable rents. Also, operational issues have required greater funding since the pandemic. Greater flexibility and deviations from the zoning code - these can make affordable housing inefficient cost-wise. Eliminate design review and other processes that don't help create affordable housing. Lining up entitlements and permitting with funding deadlines. Discounted or donated land for affordable housing developments. Ensuring that community-based developers and small developers also have support to navigate funding, code, and permitting.

Reduce bureaucratic roadblocks and costs (local and state) to increase housing supply.

Reduction of regulatory barriers is absolutely key to meeting affordable housing targets. It should go without saying (but apparently must be said) that one cannot improve housing affordability by increasing the cost and risk of production. But that is what we've done with increasingly subjective land use regulations, lengthy and risky permit processes, and requirements to provide public goods (like open space, art, etc.). Removing or at least reducing these barriers is a must.

Streamlined permitting policies. Increased density. A robust MFTE program.

The biggest opportunity is in leveraging cross-sector partnerships alongside land use reform. By aligning city policy with nonprofit and private sector efforts, prioritizing public land for affordable housing, and streamlining permitting, we can significantly increase the supply of affordable homes. Expanding access to affordable homeownership will also create long-term stability and generational impact for working families. Sustained public funding paired with these strategies is essential to scaling solutions that meet the region's growing needs.

The citizens of Puget Sound have a strong realization of the crisis we are in and we think Bellevue should use this opportunity to initiate legislation and ballot initiatives to secure the capital needed to create affordable housing.

The greatest opportunity is that you've identified the need to act quickly while there are still sites left to secure for affordable housing.

The greatest opportunity lies in deepening partnerships between local governments and trusted community-based organizations to expand access, awareness, and long-term stability in affordable housing—especially for underserved populations. While capital investment is essential, Bellevue has the opportunity to lead in pairing housing development with equity-driven outreach, tenant engagement, and culturally tailored services that ensure new and existing affordable units reach those most in need. Specifically, we see strong opportunities in: Cross-sector collaboration - Bringing together city staff, housing developers, service providers, and community navigators to co-design inclusive, holistic housing strategies—from outreach to move-in to retention. Integrating affordable housing with climate and health goals - Initiatives like home electrification, green retrofits, and weatherization programs not only reduce long-term costs but also create healthier, more resilient housing for low-income families. Bellevue can integrate these goals to maximize impact. Utilizing publicly owned land and underused parcels - Strategic use of public or nonprofit-owned land, especially for deeply affordable and transitional housing, can bypass major cost and permitting barriers. Empowering communities to lead - There is a growing ecosystem of trusted organizations—like United Hub—that have access to marginalized communities and the capacity to deliver culturally competent services. Leveraging these networks can dramatically improve equity and effectiveness.

The greatest opportunity lies in unlocking private sector capacity through zoning reform and process streamlining. By allowing more housing types—such as townhomes, cottage clusters, and small apartments—in more areas, Bellevue can enable the market to deliver a broader range of price points that naturally support affordability. Coupled with faster, more predictable permitting, these changes would reduce development costs, encourage innovation, and attract more private investment into housing. When the private sector is empowered to build more homes efficiently, it reduces pressure on limited public subsidies and expands housing choice for all income levels. In short, aligning land use policy with housing demand is the most effective and scalable solution to address long-term affordability.

The greatest opportunity to meet the need for affordable housing will be the expansion of the availability of Housing Choice Vouchers and benefits.

the leverage of public private partnerships to make the financial resources go further and then turning projects over to non-profits to operate

There is a huge opportunity for existing property owners to lead the charge of redeveloping land they currently own if Lenders are educated and offer programs to owners of existing property to redevelop and take advantage of middle housing options.

There is a real opportunity to add more housing, but there are so many road blocks. existing home values, existing CC&R's, cost of the projects, high land prices, and much more. When you stack these all up, there are limited opportunities and there seems to be a constant mantra to add more costs to the builder which in turn will make projects harder to pencil. There is a huge opportunity to add more homes to the housing stock, it just needs to make sense.

There is land opportunity in Bellevue. Between C1, BSD, and City owned land, we could scale a lot more production.

There will be many who will need this. Converting high vacancy office buildings and high rise towers to residential use. More 55+ communities.

Through House Bill 1110, the City of Bellevue can boldly allow more housing units per lot, and move towards the creation of mixed-income neighborhoods that have easier access to daily needs. Allowing income-based housing units (often referred to as “affordable housing”) into neighborhoods that have historically been reserved for households with higher incomes will reduce the concentration of low-income housing units in urban centers and increase opportunities for people with lower incomes to select housing based on location, rather than price alone.

TOD, middle housing, ADU reform and streamlining the city’s permitting to bring homes to market sooner and more affordably while increasing supply and promoting infill development in a predominately single-family neighborhood city.

Truly incentivize the private sector to produce lower AMI housing, remove barriers to producing housing of all types (long and costly permitting processes, zoning requirements to pay for density in the form of “amenity bonuses” because base FARs are extremely low), adopt State-mandated code changes now rather than waiting until the outside deadlines, use upzones to incentivize housing rather than add costs disguised as “public benefits” (the benefit is housing).

We believe the greatest opportunity to address the affordable housing shortage is by exploring alternative financing models and structures to LIHTC and project based vouchers to build more equitable housing, more quickly, and at a lower cost. HDC has successfully participated in nonprofit, corporate, and public-private partnerships that have enabled the development of hundreds of units of deeply affordable housing without relying on tax credits and the issues in using them. These partnerships open doors to collaboration with municipalities—such as Bellevue—to speed up permitting, or to reduce former barriers to housing abundance like 1:1 parking requirements, or to help secure financing incentives (e.g., grants or below-market debt) in exchange for long-term affordability commitments.

We need to move the urban growth boundary.

Please select three principles or priorities that are most important to you/your organization in affordable housing policymaking and action-setting.

Please select three principles or priorities that are most important to you/ your organization in affordable housing policymaking and action-setting.

Answer Choices	Percentage of Responses	Number of Responses
Seniors	15.09%	9
Youth	5.66%	3
People with disabilities	11.32%	7
Serving <30% AMI	20.75%	12
Serving 30-50% AMI	24.53%	13
Serving 50-80% AMI	28.30%	15
Homeownership	28.30%	15
Anti-displacement	13.21%	7
Reducing costs to build	52.83%	28
Transit-oriented development	28.30%	15
Families with children	41.51%	22
Other (please specify)	18.87%	10

Other (please specify)

Development within already high density area

 incorporating equitable development practices into policies, RFP's, planning, and the implementation of new developments (this includes hyperlocal, inclusive community engagement and opportunities for community leadership and ownership

 Expanding overall housing supply

 Incentivizing the preservation of existing family-sized units.

 Permit Process Reform to Make It Simpler

 Reducing barriers to build

 Reducing bureaucracy.

 Reducing regulatory burden for ALL HOUSING affordability levies

 school teachers and first responders who work in Bellevue

 All affordable housing is anti-displacement, so I'm not sure if I would call that a priority, but it is a value. We want to be able to serve all of these populations, and there are needs in all of them. We prioritize

building where we can get access to low cost land in high-opportunity neighborhoods (transit is part of that); where we can operate at scale (150+ units); and where we find great community partners and support.

What tradeoffs might be necessary in policymaking and action-setting? How might the City of Bellevue balance these tradeoffs and create compromise?

Accept that you can get a good building with less review– there are too many zoning code requirements and many requirements are complicated and hard to understand (ex: different zoning code for each neighborhood) Find a balance to create stability and protection for community members while encouraging the robust creation and preservation of affordable homes. Lower density and height do not equate automatically with “livability” or “character.” The loudest voices on land use and housing issues often don’t represent housing need in the community or even the preference of many residents and workers.

A few thoughts about the tension between getting what and how much of what you want and your community needs and the reality of what can be supported with available funding: Be careful about putting a lot of pressure on meeting unit count goals. Instead focus on what kinds of homes your community needs. In Seattle, we had pressure from funders to keep costs low and unit count high, which resulted in lots of small studio units - now we have a glut of those in the market and not enough family units. This has also been a significant financial challenge for many Seattle providers who have lots of units that are competing with market-rate developments, and affordable housing loses that competition. You will find tension in pushing developers to keep costs (i.e. asks for public money) as low as possible and not pushing developers to create unsustainable financing structures. There have been a lot of these in Seattle’s portfolio. Having highly competent staff who are managing capital allocations and can independently assess the reasonableness of financing models and organizational financial health is critical. Extremely low income households frequently come with high needs. And with tenant based section 8 vouchers (which, god willing, will continue to exist long into the future), those ELI households live in every single one of our unit types, regardless of the target household income. This means that we need some level of resident services in all of our buildings. Financial models must accommodate the cost of these resident services.

A tradeoff that may be necessary is shifting funding to better meet the needs of Bellevue residents experiencing housing instability.

Accept the fact that trees should not prevent new housing development. Tree codes should be amended to allow a site to remove any trees necessary to maximize development of the site for middle housing

Allow more density and reduce permitting time frames. Don’t let the goal of perfection get in the way of good things.

An accelerated pathway in to entitlement by voluntarily participating in programs is helpful. The Downtown Bellevue program seems to work well with 20% of units at 80% AMI, wherein the affordable requirement expires at the end of the abatement period (this is essential to feasibility). One of our buildings participates in this program, and we anticipate another will join. Allowing an extension would also be helpful.

As mentioned above, reduced parking ratio for transit oriented development would be extremely helpful in exchange for allowing more units to be built that cater to low income renters who live in smaller units. These are renters who disproportionately use public transportation, car shares, e-mobility devices, and more. What most of these renters prefer is a lower monthly chunk rent which is what we can deliver with lower amount of required parking.

Aside from any tradeoffs related to successfully funding/financing affordable housing developments, the majority of tradeoffs that tend to be spoken of are often unsubstantiated by actual data (i.e., decreased property values, increased traffic, increased crime). We'd like to see Bellevue focus on evidence-based strategies and effectively communicating the benefits of affordable housing in messaging and communications about its housing plans. Entertaining false narratives is a distraction and will not help Bellevue achieve its stated goals. For example, some of the people opposed to increasing affordable housing will share concerns about the loss of "neighborhood character," or decreased safety. Lower density and height requirements do not automatically equate with "livability" or "character." The City of Bellevue should recognize that those types of terms are code for maintaining neighborhoods of high income homeowners who don't represent the housing needs of the City's many communities, or the preferences of people who work in the city but live elsewhere. The City of Bellevue should be less concerned with creating compromises, and more focused on creating equitable policies to allow for increased affordable housing developments throughout the entire city.

Bellevue will need to give up some control in the entitlement process in order to unlock quicker delivery of affordable housing, which is similar to actions taken in Seattle. This could help speed up production.

Collaboration

Compromise and navigating the politics requires engaging with the community we serve.

creative approach to land use: revisiting current requirements for tree preservation and critical area buffers, reviewing lot coverage requirements and height restrictions for buildings, permitting offsite mitigation or fee in lieu for sensitive areas, allowing buffer averaging, review of existing state energy code requirements, reviewing open space requirements, review of mitigation fees and offsite improvement requirements.

Current residents may be resistant to changes in their neighborhood, in the form of density or new residents or seeing different types of housing. The City could look to "YIMBY" (Yes In My Backyard) groups for ideas on how to promote change as a positive.

Deeper subsidies needed to serve extremely low income and/or homeless households.

Demand more land to allow for more housing.

Developing affordable housing often requires balancing competing priorities. For example, increasing housing density can help lower costs but may raise concerns about neighborhood character, traffic, or public services. Similarly, requiring affordability in new developments can affect a project's financial feasibility. The City of Bellevue can navigate these tradeoffs by engaging with the community early and often, offering flexible zoning and incentives to support mixed-income development, and phasing in changes to allow infrastructure and services to keep pace. These strategies help ensure growth is both inclusive and sustainable while addressing the region's housing needs.

Do not put in place mandatory housing requirements that decrease affordability for all. Instead, utilize incentive programs and figure out what makes people actually build housing. MFTE for example.

.....
don't make tradeoffs

.....
Emphasize housing supply. Expending disproportionate resources on a narrow band of supply is not a productive strategy.

.....
Everyone below 80% AMI does not need a hand out. Relocation to more affordable areas in Washington is a viable solution. Its ridiculous to think that just because someone claims to be a citizen of Bellevue that they should be afforded housing in the highest housing pried market in the state. The working people who pay taxes and contribute to society commute for this very reason.

.....
governments need to think about housing as holistic systems with different parts serving different segments, and that when one segment is neglected it has a systemic impact on the others

.....
Housing policy requires balancing growth with concerns like neighborhood character, infrastructure, and environmental goals. Tradeoffs may include allowing more density, streamlining permitting, or adjusting design standards to reduce costs. Bellevue can create compromise by grounding decisions in data and feasibility, engaging all stakeholders, and focusing on shared goals. Flexibility and clear success metrics will help ensure policies deliver real results.

.....
I think the city should encourage and enable any type of affordable housing creation. Policies shouldn't be so rigid and they should welcome developers of all kinds to help me the goal. All housing creation is a step in the right direction of making housing more affordable.

.....
incentivize builders with some give and take. If you want to add affordable housing fees to build up the budgets to be used on affordable projects, can permit fees or impact fees be reduced to spread out the load of the additional costs added?

.....
It does not appear as if the city is willing to cooperate fully with the likes of ourselves. We investigated the possibilities but finally abandoned it

.....
Lower as much on the barriers side of the equation as possible(code), lower building permit fees and process all permits much faster.

.....
lower parking requirements near transit options for all AMIs; provide full impact fee waivers for 80% AMI and below; provide easier MFTE program that goes 20 years

.....
Make policy that is not bright line rigid. Always include a means to petition for waivers. I find policy is often made with the assumption that rental developments will be large multi-family tax credit projects. Policy that makes sense for those projects often presents barriers to developers who develop scatter site single family housing projects.

.....
more people, change in neighborhood character - acceptable tradeoffs to support our city's housing needs and make sure everyone who works here has the ability to live here too.

.....
Offering retail development in part of housing development

One of the most significant tradeoffs in affordable housing policymaking is between urgency and consensus—the need to act quickly to address a growing housing crisis versus the desire to fully align with the preferences of all stakeholders, including neighborhoods that may resist density or low-income housing. How Bellevue can create balance: Build inclusive policymaking structures—such as advisory councils with renters, BIPOC residents, and community organizations. Invest in trusted community navigators to ensure policies don’t just exist on paper, but are truly accessible. Pilot programs with room for iteration—allowing bold steps forward while learning what works best in Bellevue’s unique context.

Plymouth Housing urges the City to prioritize the long-term sustainability of affordable housing alongside the development of new units. A crucial aspect of this sustainability involves investing in human services directly tied to housing. For permanent supportive housing, this means reliable funding for onsite and support staff who are essential for resident success. Given that permanent supportive housing operates for many decades, consistent funding for these services is absolutely vital. We encourage Bellevue to follow the example of other municipalities that invest in operations, maintenance, and services in addition to creating new housing units. Another key area for balance lies between rehabilitation and new construction. As permanent supportive housing buildings age, they require funding for ongoing maintenance, including routine tasks like “room turns,” and sometimes more extensive rehabilitation. We request that Bellevue allocate funding for both types of maintenance as buildings age, while still balancing these needs with investments in new construction and acquisitions.

Policies should target a variety of affordable development types, even if the income target is consistent, at say 50% AMI. It should support a high cost non-profit deal, a larger bond deal with lower costs and more efficiency, on-site performance of affordable units at a market rate building. I think the tradeoff is that affordable housing cannot solve all the worlds problems. We need to target some of the priorities on some of the deals, and attract a diversity in doing so, where the out come hits a variety of priorities while serving the same population.

Reduce regulations to lower cost of construction and development. Zoning changes allowing residential in non residential zones. Requiring mid and low income residential in new high rise office buildings.

Reduced code and siting requirements may be needed to get housing built faster. Ways to lower the cost of housing per unit may be needed.

Tax exemptions.

The City may have to give up some of its current review practices, where several rounds of corrections are received and there is not an acknowledgement of the City’s role in delivering housing. It may be the case that projects do not go through design review and/or SEPA, and that’s just tough. Public comment on other peoples’ housing projects may not occur.

The City should continue to pushback against neighborhoods who claim they should be exempt from development of affordable housing.

The tradeoff is the City giving up some level of control over the design and construction of housing and reducing conditions aimed at providing other public goods in exchange for housing: that’s the public good.

The tradeoff is to view the housing creators (developers, property owners, affordable developers, etc.) as allies in the city's affordability goals. Recognize that every regulation, added cost, etc. works against the primary goal of building housing. In general, affordability programs tend to prioritize a few units (e.g. 50% AMI) for the sake of all units. The programs purport to help increase housing at certain AMI bands, but they actually work to decrease housing supply due to regulation and cost. It is a common economic and sociological fallacy to only view what "is" and not what "could have been." Stated different, an aggressive 50% AMI policy will likely produce a few 50% units, but at the cost of preventing many times more housing units from ever being constructed. All programs should be evaluated thru this lens. What are we potentially losing out on by enacting this policy, even if it superficially looks like we are getting a bit of what was intended?

.....

To accomplish the goal to increase housing opportunities for people who are low and very low income, housing policies need to be changed accordingly to support and advance the strategies. This will create oppositions from those who disagree with the policy changes. The City needs to communicate its strategies widely and engage with communities to gain political support. There is no solution that will satisfy impacted people. To me, one of the government's main responsibilities is to protect the most vulnerable people and ensure their basic needs met. The policy makers need to make difficult decision by prioritizing the needs of the community and be willing to face oppositions and criticisms.

.....

Tradeoff most other costs added in the regulatory process to prioritize housing production. Do not add cost to market rate projects to subsidize affordable housing. We need more housing at every level.

.....

Tradeoffs are inevitable when addressing affordable housing, especially around land use, zoning, and neighborhood change. Habitat for Humanity encourages the City of Bellevue to continue listening closely to stakeholders like the Eastside Housing Roundtable (EHR), the Eastside Affordable Housing Coalition (EAHC), and individuals with lived experience. Transparent, data informed decision making combined with ongoing community input can help balance competing priorities.

.....

We are past the point of trying to load the public burden of housing affordability onto private development. It simply doesn't work mathematically (other than MFTE). Solutions for lower AMI affordable housing need to come from the government without burdening private-sector development.

.....

We have seen other communities have success when they have been able to break things down into manageable chunks and demonstrate success rather than trying to meet all needs at once. For example, in Milwaukee, they, as a community, made a decision to work towards addressing family homelessness. It did not mean that there were not other populations that needed support or that they only provided support to families, but they wanted a dedicated focus that the community could rally around and they wanted to start with a group where they felt they could make a meaningful impact, demonstrate success and build trust with the broader community in their ability to address crisis. They have effectively ended family homelessness and are now able to apply their strategies and learnings to other populations in their community. Families were a great place for them to start for a few reasons. The impacts of homelessness and housing instability on kids are significant and lifelong and result in generational cycles of homelessness and housing insecurity. Communities feel a commitment to children and ensuring kids have healthy places to grow up was an easy sell for folks. The problem felt manageable enough that there was confidence that they could make a significant impact with the resources available. These strategies and reasons might be good things for the city to consider when thinking about necessary tradeoffs and compromise.

.....

What incomes and populations the city can serve. The deeper into affordability any developer tries to reach the more public dollars that are required. There needs to be more public/private partnerships between city, non-profit, for-profit, and other entities.

With input from stakeholders, prepare projections of the economic impact to the City of competing investments. While not the only factor in setting priorities - it will invariably be a question.

What do you think is the most important outcome of the City's Affordable Housing Strategy?

A city that has residents from all income groups

A plan that would address the need for significantly more upfront capital. The city could bond against the .1% sales tax revenue, look at progressive tax revenue like Seattle's JumpStart.

Allowing more buildable land.

Allowing more density and reducing time frames. Also allowing residential uses in more zones.

An increase in the number of available units.

Balanced strategies to affect all income categories from 0 to 80% AMI proportionally

Build all levels of affordable housing and market rate housing at a faster rate to meet the needs. Incentivize building all kinds of affordable housing. Innovative thinking to use city lands, faith community lands, other options to build.

build fast enough to meet the need

Build houses for a variety of incomes, and create complete neighborhoods

Cooperation and help with financing

create development zones that can support greater density and thereby increase supply (which will increase competition and lower housing costs for all)

Creating a simple framework and development friendly processes to allow all developer types to quickly produce housing and not be bogged down by years of studies and permit review

Foster a healthy and inclusive social ecosystem that embraces diversity and promotes equity.

Incentivizing developing affordable housing.

inclusive, affordable and accessible housing for community

increased home ownership opportunities across the city at more attainable price points

Increased number of affordable housing units through supporting large housing complex development

The housing units are designed for very low-income households

People with disabilities will have accessible housing and permanent supportive housing

Increased number of units targeted to households under 30% AMI which are accessible to large families and paired with housing vouchers when possible.

Increasing accessible, affordable housing for marginalized populations, especially people with disabilities.

Increasing affordable housing

Increasing the number of affordable housing units

Increasing the supply of housing and strategic acquisitions of existing buildings for conversion to affordable housing.

long lasting perpetual results

make it economically feasible. ARCH's report left out a lot of costs, for example they didn't account for lending costs, excise tax, title fees, broker fees, and more. That leaves their formula skewed

More attainable housing.

More gap funding opportunities

More housing at all affordability levels. Expanded funding opportunities, besides market-rate housing projects. Reduce barriers to housing production.

More housing of all types, not just affordable.

More of the population in safe, permanent housing

Not penalizing market rate housing producers to shift resources to inefficient affordable housing 'providers.'

Plymouth's mission is to eliminate homelessness and we believe the most important outcome in the affordable housing strategy is to end homelessness by creating affordable, accessible, and dignified housing for all.

Prevent homelessness by keeping residents in their apartment homes.

Producing affordable housing.

Production of housing.

Production of sufficient units to stabilize if not bring down housing costs.

Reaching the city's overall housing goal as quickly as possible.

Reducing homelessness in Bellevue.

Rezone properties to accommodate more of this housing. Do not put the onus on land owners and market rate builders to bring this more to the forefront. Get public opinion on board so rezoning and possible tax levy can be approved to help subsidize this.

Safe, stable, affordable housing for people who cannot access market-rate housing. Keys to that: Avoid competing with the market (i.e. creating a bunch of 60% studios). Spend enough money on developments that they are the kind of housing that will families will choose to in who have the option of driving an hour to get the housing type they value. Ensure housing created with City resources and the organizations that will develop and own them are financially sustainable.

Seeing affordable housing on the ground. Expanded funding opportunities. Greatly reduced barriers to housing creation; when the market and funding opportunities can finally support robust development again, we want to see big moves.

Solid plan to build more affordable housing, especially for seniors.

The City should prioritize a VOLUNTARY Affordable Housing Strategy that does not decimate new housing supply.

The creation of more affordable and market rate housing. We need to create more housing types, and the strategy should be reflective of that need.

The most important outcome is the creation of more housing at all income levels, especially middle and workforce housing that the market struggles to deliver. The strategy should result in real, measurable increases in housing production—not just plans or policies, but actual homes that people can afford.

The most important outcome of the City of Bellevue's Affordable Housing Strategy should be to ensure that every resident—regardless of income, language, race, age, or immigration status—has access to safe, stable, and affordable housing in a community they can call home. This means more than just increasing the number of income-restricted units. It means building a housing system that is equitable, accessible, and rooted in the lived experiences of those most impacted by the housing crisis—particularly low-income families, seniors, immigrants, and communities of color.

The most important outcome of the City's Affordable Housing Strategy is creating lasting, equitable access to safe and affordable homes for all Bellevue residents. To achieve this, it's essential that the Office of Housing is supported not only with clear goals but also with the funding and resources necessary to turn those goals into real progress. Without dedicated funding opportunities, targets risk becoming just numbers rather than meaningful change. By coupling ambitious goals with sustained investments and strong partnerships, we can ensure the strategy advances affordable, stable housing options that truly serve the community.

To meet the City's goals of producing 5,700 units of affordable housing.

To result in more housing supply in general. The only hope of achieving any "affordable" housing is if housing development is feasible at all.

We believe that the most important outcome for Bellevue's Affordable Housing Strategy is to create affordable housing that feels high quality and doesn't come with the stigma typically associated with it. In order to make projects go, some developers will use cheaper building materials often made to last only 5-10 years. Projects shouldn't just be a temporary solution but rather fixtures of the Bellevue housing market for decades to come, and should be built accordingly.

We know that meeting the affordable housing target requires more local investment. In your opinion, what is the most effective way to bridge the revenue gap?

Active the free market economy! For-profit developers/builders have massive potential to address this need if Bellevue can offer incentives that are valuable enough to active them. These incentives can be tax exemptions, density or height bonuses, etc.

An Eastside Housing Levy would go a long way. Also looking at the idea of an Eastside Housing Development Association to help with it.

broad based funding like a housing levy, i.e. Seattle

Change tax code to be less regressive.

Countywide revenue

Create enough incentives that the return on investment is sufficiently high to attract the capital needed to develop and sustain a housing supply that broadly meets community needs.

Educating and incentivizing lender to lend on middle housing programs and offer direct lending programs to existing landowners to redevelop their property

For 80% and above, reduce barriers to market rate development, and use the MFTE program to incentive 20% on-site affordability. For units below 80%, partner with affordable developers and potentially implement a city wide levy to pay for the lowest AMI housing.

For the COB, encourage investment through tax incentives, continue showing direct investment through COB funding

Implement new funding tools that are already available. Enable new tools through the state. Real estate excise tax, regional levy authority, restructured tax code, etc. Cut out unnecessary spending and costs for development. Continue and expand regional funding priorities through general fund allocations

In a city like Bellevue, perhaps corporate sponsorships

In my opinion, the most effective approach is a property tax exemption combined with zoning and permitting incentives that reduce development costs and risks. Expanding tools like the Multifamily Tax Exemption (MFTE), streamlining permitting timelines, and offering density bonuses, floorplate maximum exemptions, or parking reductions in exchange for deeper affordability can attract more private participation. These approaches maintain housing momentum while reducing the per-unit subsidy the city needs to provide.

Incentivize developers to build through tax breaks, FAR ratio incentives, etc. (I am not an expert on this:)
Work to unlock investment from the private sector.

Increased public capital available by legislation and ballot initiatives. It's not a housing levy. And if you are going to rely on the private market to subsidize (like MHA in Seattle) then you'd better be sure that those market rate developers are building like crazy--which is not happening for many reasons right now.

Large corporates and very high-income households residing in the City of Bellevue needs can share the housing burdens by paying more taxes. For profit housing development builders should set aside profit to support affordable housing development.

Leveraging dedicated revenue sources such as housing levies, real estate excise taxes, or impact fees can provide steady, predictable funding. At the same time, public-private partnerships and philanthropic support can amplify resources and unlock new opportunities. Importantly, any new revenue tools should be designed with community input to ensure fairness and broad support, enabling Bellevue to invest confidently and effectively in long-term housing solutions.

Levies, Major corporations

Lower costs all ways possible that the city controls and process applications/permits at a higher rate of turnaround.

lower other costs to make the affordable housing fees a net wash rather than another added cost.

Make development easier and faster

Mandatory FSR

MFTE, housing levy, reduce unnecessary cost for development.

Minimize entitlement and permitting timelines and unreasonable applications/interpretations of codes by planners.

offer City's bonding capacity

One of the most effective ways, given the number of highly profitable companies in Bellevue is to enact a 5% payroll tax on companies that pay salaries of more than \$1 million per year. This would be one of the tools possible through the State (including a real estate excise tax and a regional levy authority).

Perhaps a housing levy.

Perhaps this is obvious, but a regional tax - or if that is not possible - a Bellevue-specific tax/fee. I do not know what kind of tax - property, income, sales, REET, etc. - would be most politically palatable, but it should be one that is as reliable as possible. In Seattle, the MHA fees that were a significant contributor to affordable housing just a few years ago, have all but disappeared because development has slowed significantly. The levy has to be approved by voters, but it provides long-term reliability. A levy that incorporates Seattle gets you those voters who have never met a tax they wouldn't vote for. If that is not enough to pass a levy, then you have build the political will within the local governing body (Bellevue

City Council) and get requisite state authority, if its not in place, for a councilmanic tax. Maybe you were hoping for a non-tax idea? These all help, and might make the difference for meeting any unmet demand for smaller, higher income targeted units (e.g. 60% studios) but won't be sufficient for most of what we do: make public land available for free; waive development fees; reduce parking requirements; reduce off-site/infrastructure improvement requirements; allow high density in high opportunity neighborhoods.

.....
permanent affordability that depends on a one-time public investment that is not paid off and not recapitalized
.....

Plymouth encourages Bellevue to consider new progressive revenue opportunities. Examples of successful progressive revenue include the JumpStart revenue source in Seattle and the Seattle Housing Levy. At the state level we've seen revenue tools include things like the Document Recording Fee, but that revenue declines during periods of economic slowdown.

.....
Private / Public partnership
.....

property owner levy
.....

public private partnerships in collaboration with non-profit operators. multifamily housing, not single family housing. Land costs are too high to effectively produce the units needed
.....

Reallocating funds to reflect the community needs.
.....

Reduce costs and obstacles to providing adequate market rate housing supply. Yesterday's new market rate community is tomorrow's work force housing community - except not enough was built yesterday.
.....

Reduce the regulatory cost of housing.
.....

Prioritize the needs of children over selfish NIMBYs.
.....

Retail collaboration
.....

See answers above in 12.
.....

Soft subordinate financing from a single source, like ARCH, that administers funds centrally, but serves a variety of sponsors and targets.
.....

Subsidies and incentives (carrots not sticks) for the private sector to produce affordable housing because they can do it more cost-effectively. For new projects, purchasing existing buildings is also less expensive than building new ones.
.....

Taxes on condo rentals and high-end rental properties.
.....

the city stepping in and soliciting funds from other non-profits
.....

The most effective way is to provide low interest subordinate loans or grants. Projects are often very close to being able to pencil but fall just short. Some additional form of subsidy in the form of a low interest loan or grant would allow many projects to go when they may not have before. That subsidy can be in exchange for covenanting units at certain levels of affordability.
.....

Streamlining and reducing permitting costs is another area that would help bridge this gap. We model millions of dollars into our proformas that could be saved if these fees/timelines could be reduced.

The most effective way to bridge the revenue gap is to leverage private investment by reducing regulatory costs and increasing development capacity. Streamlining permitting, allowing more units on each site, and lowering barriers to construction can stretch limited public dollars further. Public funds should be targeted where they're most needed, while enabling the private sector to deliver more housing efficiently. This approach maximizes impact without relying solely on new taxes or fees.

To bridge the revenue gap and meet Bellevue's ambitious affordable housing targets—especially for units below 50% AMI—the most effective approach is to implement a multi-pronged local funding strategy that combines predictable public revenue with innovative, community-driven solutions.

To bridge the revenue gap for affordable housing, the city can expand public-private partnerships that combine city resources with private investment. These partnerships can stretch public dollars further by leveraging land, financing, and expertise from multiple sectors. Another key strategy is using surplus public land, especially near transit, to reduce development costs and promote equitable access. The city could also explore local funding tools like housing levies or bond measures to create a steady stream of revenue dedicated to affordable housing. Finally, layering funding sources—including federal tax credits, state grants, philanthropic contributions, and local funds—can make projects financially viable even in a high-cost market. Coordinating these efforts with broader city goals, like sustainability and transit access, ensures that housing investments support long-term community priorities.

To stimulate private-sector investment, the city needs to focus on reducing the regulatory burdens on housing development, making the permitting process more efficient and predictable, and maintaining/improving the MFTE incentive.

Waive all mitigation fees for affordable units and fast-track permit review times

With all of the uncertainty at the federal level these days, this is a difficult question to answer. We are all struggling to secure adequate funding, so it seems that no one really has the answer to this question figured out just yet.

What is the most important action or model that you would want to the city to implement and why?

A voucher program independent of the KCHA would be one of the most effective ways to improve access to affordable housing in Bellevue.

Continue leveraging your surplus public land! And develop a regional or Bellevue-specific source to support capital.

continue to be engaged and involved in helping property owners work with other property owners on mutually beneficial zoning changes

Control planners and inspectors. Force accountability and process predictability.

Demand to expansion of the Urban Growth area. More land creates more opportunity.

FAR

Fix your zoning and code to facilitate housing production.

flexibility so we can work around all other constraints on infill lots. Trees, setbacks, height, infrastructure improvements, dedications, parking, turn and backing distances, etc.

Get all permits issued within 6 months.

Given the lifelong negative impacts of homelessness and housing insecurity on children, we believe that it is important for the city to implement family focused strategies and actions. We'd love to see resources that help families to remain in their homes, preventing episodes of homelessness for Bellevue residents as well as resources that allow families to exit homelessness and access housing/jobs in the Bellevue community. We also believe that homelessness and housing are regional challenges and that it is important that we work regionally. We would encourage the city to focus on regional models and efforts and consider the role they can play as a part of a broader regional response.

HELP and a hand holding through the complex regulations and requirements

I really love the way you are engaging the community with this strategy and working to build buy-in, support, and ownership. Building housing is the important step, which means that there needs to be a significant investment in these strategies from the city and council.

Incentives for developers to build.

Inclusionary zoning / affordable housing requirements

Eliminate or streamline sections of zoning code

Unlocking innovative construction techniques (Cross-laminated timber, offsite/modular construction, etc.)

Increase density to allow more housing

Major affordable housing density bonuses

Middle housing and access for families of crisis survivors and seniors

middle housing reform and ADU

Multi Family Tax Exemption (MFTE) offered up to 85% AMI. Density and height bonuses. These activate the private sector which is the biggest "engine" capable of addressing this challenge.

One of the most helpful things Bellevue can do is use city-owned land to build affordable housing, especially near bus or train stations and job centers. Land is expensive, so if the city provides it, builders can spend less and build more. This also gives the city more say in how the homes are designed and who they serve.

If Bellevue also makes the building process faster and combines money from different sources—like private companies, state and federal programs, and nonprofits—it can make the most of every dollar and get more homes built sooner.

.....
permanently affordable homeownership
.....

Plymouth encourages the City to invest additional funding and resources into permanent supportive housing, especially operations, maintenance, and services. That type of housing serves our most vulnerable neighbors, but also involves significant investment and has historically been underinvested.

.....
Progressive revenue sources including payroll expense tax (PET)
.....

Reduce barriers to development across the board. Every level of regulation. Zoning code, building code, energy code, permitting, inspections, street grid, ROW, mandatory affordability, etc. Do not make the mistake of assuming very low AMI housing will be solved by private development. It won't. Subsidy, levy, and direct government sponsored housing is the only answer for that goal.

.....
Reduce regulation barriers
.....

Reduce the complexity of the zoning code so it is easier for people to build. That will increase supply. Also encourage incentives for affordable housing such as property tax credits sales tax credits and other financial incentives.

.....
Remove parking minimums for middle housing. This would actually make it feasible for soon to be implemented density increases to be utilized
.....

results oriented model with accountability
.....

rezoning for this housing need and support/propose public tax levies to help subsidize it.
.....

Robust MFTE program, streamline zoning and permitting process, and allow flexibility in projects.
.....

Similar to the above answer, some sort of grant program towards affordable housing projects would be extremely helpful. The program is open to anyone producing housing at or below 120% AMI with an emphasis on 30-120% AMI. The biggest thing in these programs would be a mechanism to guarantee certainty of funds. We've found that developers often find themselves spending lots of time chasing various funding pools that have low probability of coming through. This wastes valuable time that could otherwise be spent helping projects move forward.

.....
Parking and/or other zoning exceptions are the other actions that would be helpful to get these projects going. Unique sites often present challenges when conforming to code and knowing that certain exceptions exist for affordable projects would make them more desirable to attempt to develop.
.....

Speed, we have to start this work now as it will take time to scale any policy or actions we take. We need to not be afraid of getting things wrong and just start going.
.....

The city could be a leader in innovative programs - construction sales tax abatement, impact fee waivers, expedited permits, minimal design review, 24 hour construction inspections, property tax abatement support, pilot programs, voucher support
.....

The City's planning staff can co-design zoning policies and land use code amendments with community based organizations (CBOs) to ensure the new policies are equitable and easy to understand. CBOs can be contracted to present with city staff to the planning commission and city council. In alignment with equitable development practices, we would also encourage the City to create an equity matrix to use for RFPs, both in the procurement language and in the RFP evaluation process, to ensure that "market forces" are not dominating future land/property acquisitions and developments.

The Community Round Table, a group of community nonprofit leaders, had recommendations for the Regional Housing Advisory Board in 2024. Their recommendations reflected the needs and solutions from the people and community whose lives are impacted by the housing crisis.

The Land Use Code needs to be meaningfully revised to reduce production costs and timeframe for all housing development. This will include single family, middle housing, ADU/DADU and multi-family development.

The most impactful action the city could take is to implement a predictable and expedited permitting process for projects that include housing—especially those with an affordable component. Permitting delays increase costs, discourage innovation, and ultimately reduce housing supply. The City has created an enticing MFTE program that works so far, and perhaps you could open up the lower AMI thresholds to existing buildings that want to opt into the MFTE program.

The most important action Bellevue can take is to upzone residential areas to allow more middle housing types, such as duplexes, triplexes, cottage clusters, and townhomes. This model increases housing choices in high-opportunity neighborhoods without requiring heavy public subsidy. It supports gentle density, aligns with market demand, and helps address affordability by enabling more supply in areas with access to jobs, schools, and transit.

The most important action we would like to see the City implement is the creation of a long-term, community-led housing access and outreach program, embedded within Bellevue's affordable housing infrastructure. While producing more affordable units is critical, ensuring those units actually reach the people who need them most—especially immigrants, seniors, and low-income renters—requires sustained, culturally competent outreach and navigation. Why this matters: Many eligible residents—particularly those with limited English proficiency or unfamiliarity with government systems—struggle to apply for or even hear about affordable housing opportunities. One-time outreach or online listings are not enough. We need trusted messengers, language access, and ongoing support to help families stay housed and connected to resources.

there is not one most important; we need all the actions--I don't know of any other place in WA that still has as much need/demand nor has as deep an affordability crisis as the Eastside

To actively discuss the funding gap and the amount of capital needed to meet the City's goal of creating more affordable housing and implement a plan to provide this public capital.

To state that housing everyone in this community is a priority of the city- one that will require every neighborhood to do its part.

Unsurprisingly, more affordable housing initiatives

Waive or lower fees and charges for affordable housing developments.

Zoning reform to incentive housing without the need for bonuses, streamline the permitting process, make design review required only for code departures/variances (and make affordable housing exempt from design review), invest in infrastructure (roads, utilities, etc.) to reduce the burden on individual projects.

How can the city be a partner or best support your organization in this work?

Be flexible.

Being based in Bellevue and a very active developer across King County we are happy to provide any information to you on the pro forma model and funding needs required to create affordable housing.

By not imposing affordable housing fees on the backs of land owners and builders on market rate housing. This is the wrong path to take as other cities are taking this path.

Communicate out regularly and far in advance of what you need, what you want and how we can help. Try leveraging HDC tax credit affinity group as a place to communicate information. The recent RFPs for example, felt too tight a timeline. Others probably knew they were coming, I didn't and couldn't add into my workflow once they were announced in detail.

communicate tradeoffs but don't let the NIMBYs derail the smart growth policies our city desperately needs

continue to advocate for individual projects as well as the greater good when drafting codes

Continue to have collaborative conversations with developers to keep apprised of progress. Out of these conversations, help to brainstorm creative solutions to get affordable projects going. Different projects have different needs so it's sometimes hard to have a comprehensive solution without direct engagement. We welcome the opportunity to partner with Bellevue on efforts to create workable solutions.

Continue to make permitting easier and allowing more housing. Please don't tax market rate housing. That will reduce supply and increase housing costs for all.

Continuing to solicit (and apply) developer feedback is very much appreciated.

Engage collaboratively with the development community during legislative work. Continue to use the BDC process to collect feedback and make improvements.

Engage us and invite us to the decision-making process.

Flexibly code

Funding to prevent homelessness.

Further education of residents and landowners of the opportunity to densify their existing single family properties

Get out of our way.

Help us stay in Bellevue! Space for emergency family shelter.

I appreciate that you are in learning mode. I don't know if I am answering the questions you thought you were asking. I would be very happy to engage in conversation. Continue to include developer/operators in the development of your plans.

I appreciate the willingness to collaborate. This effort should be a partnership between government and business. I look forward to continuing to help with that.

Improve the efficiency of policymaking and adopt a more flexible permitting process for mixed-use developments that include affordable housing. Our current project is stalled due to delays related to the HOMA LUCA code amendment, creating additional inefficiencies in the entitlement process. This uncertainty—and the extra time and resources it requires—puts the project at risk of becoming financially unfeasible, despite our intent to deliver more affordable units in the DN-MU zone.

Include us in the planning

Keep up the good work. We're heading in the right direction

Look inward and acknowledge the role that the city plays in increasing housing costs. This is particularly so in the land use and transportation departments. Pedestrian scaled lighting is nice to have, but is it necessary to build housing?

Loosen the regulations and requirements. improve density of properties i.e. more units per acre

Make room for all providers at the table. There is a perception that one homeownership provider is "the" provider on the east side of the county. To achieve your goals you'll need more than one

Meet with HDC and the Eastside Affordable Housing Coalition and come with specific technical or policy questions that we can collaborate with you on. The more specific, the better for us to provide input.

Collaborate and proactively engage early and often on specific projects working through entitlements and review and be flexible to get the housing created.

Find good ways to elevate issues that affordable housing developers and operators share with the City to get helpful changes implemented quickly.

Not sure, as Kin On does not provide affordable housing

offer bonding capacity, provide more funding, lower parking requirements, expedite permit reviews/approvals, ensure fee waivers, ensure easy MFTE, support 60% AMI and below, offer operations support and/or Project Based Vouchers

Our organization would like to work with Bellevue to integrate equitable development practices so that the focus isn't solely on increasing the number of affordable housing units, but on building inclusive communities accessible - and reflective of - all people who choose to make Bellevue their home. We would also encourage Bellevue to meet with the Eastside Affordable Housing Coalition on a regular basis

to build relationships with CBO representatives, help CBOs understand the best ways to stay involved with these processes at the city, and receive guidance from the CBOs on cultural considerations overall and development priorities within mixed use neighborhoods. We'd like to see ongoing relationship-building and opportunities for collaboration between the City and CBOs, not just one-time, project based engagement.

Please LISTEN to what the development community is saying works and what doesn't! A win for a developer is to build housing. A win for the city and regional affordability is to have housing built. These are aligned. Fighting for the same goal.

Provide incentives for builders to bring forward projects that can produce higher density projects that allow builders to make a margin with a built in end user to operate.

Provide low-cost access to pre-development funds

Providing information about the current state of affordable housing in Bellevue, providing funding for our housing program so that we can continue to provide resources to people experiencing housing instability and work to expand access to affordable housing.

Reach out directly to stakeholders and developers to find what incentives they would support to create affordable housing units

Regularly convene affordable housing developers to inform policy.

see previous answers. Align staff goals with city's stated goals. Create predictability with reduced timelines and consistent reviews and applications of code, eliminate inept planners and inspectors from the process.

Since we are a for-profit developer, we really just need workable zoning code, reduced permitting times, non-subjective design review, and implementation of State mandates such as reduced parking minimums.

Streamline the process and reduce the costs and friction to providing market rate housing.

The city can best support our work by providing predictable funding, prioritizing affordable housing in land use decisions, and streamlining permitting for nonprofit developers. Continued partnership through spaces like the Eastside Housing Roundtable and collaboration on policy design ensures community driven solutions. Most importantly, we ask the city to treat affordable homeownership as a core part of its strategy allocating land, resources, and attention to ensure working families have a path to stability and opportunity.

The City can support us by being a predictable, solutions-focused partner—streamlining permitting, adopting flexible zoning, and working collaboratively to remove barriers to housing production.

The City does a pretty good job of that currently. I'm not aware of anything they could do to improve.

The city has always been a strong partner for Mary's Place. We appreciate the opportunity to continue to be thought partners. Mary's Place brings significant expertise in serving vulnerable families and we hope the city will continue to seek out our expertise to ensure that families are considered in city policy and actions.

The City needs to be open-minded, non-ideological, focused singularly on the goal of housing production and be unconcerned with the *possibility* that the development community will be profitable (perhaps very profitable) as the goal must be to produce housing. For nearly 25 years, I've advocated for affordable housing. The single biggest obstacle that I've encountered to viable policies the philosophical opposition that many government officials and employees have to the idea that developers will make money. This mindset has to be abandoned--we want development to be profitable so that it happens.

.....

The City of Bellevue can be a powerful partner to United Hub by investing in community-based, equity-driven partnerships that ensure affordable housing efforts truly reach and serve marginalized communities. While the City leads on policy, land use, and funding, organizations like ours can bridge the cultural, linguistic, and trust gaps that often prevent underserved residents from accessing these resources. Here's how Bellevue can best support our work: Fund Community Outreach & Navigation Programs - Provide consistent funding for multilingual, culturally responsive outreach that connects residents to affordable housing programs, rental assistance, and city resources. This includes printed materials, one-on-one navigation, workshops, and tabling at local events. Co-design Inclusive Policy and Program Tools - Involve organizations like United Hub early in program design and feedback loops—particularly when creating tenant protections, eligibility criteria, or displacement mitigation efforts. Support Capacity-Building for Grassroots Organizations - Offer technical assistance, shared data, and small-capacity grants to help local nonprofits grow their ability to contribute to housing stability (e.g., digital access, grant writing, housing resource navigation). Partner on Preservation and Home Upgrades. Collaborate with us on programs that prevent displacement through home weatherization, electrification, and healthy housing upgrades—especially in East Bellevue neighborhoods with aging housing stock. Share Early Information on Development and Funding Opportunities. Giving trusted partners early insight into housing plans, available parcels, and upcoming funding rounds allows us to activate community networks and prepare families before it's too late.

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The City of Bellevue has been a terrific partner to Plymouth Housing. We look forward to continuing to work with the City and hopefully find more opportunities for additional permanent supportive housing sites for formerly homeless individuals.

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The city of Bellevue should strongly consider any incentives in their tool kit to enable 100% AMI and below housing. Bellevue is one of the most expensive cities on the West Coast - if not the country. Additionally, if there is a ground floor commercial component, that should not automatically disqualify a developer from those tools. Development is very hard and very risky. Developers will want to work more with cities that support the work they do rather than impede it. In my opinion, anyone creating a majority of below market rate housing, should be given premium attention and support for that work.

.....

This survey is a good step. Seek input from the private sector. Assume good intentions. Consider offering land use flexibility (height, density, expedited permitting, etc.) to small and midscale development projects that offer some manner of affordability - even if it's at 85% AMI. This needs to be offered for both rental and for-sale housing. Addressing the 80-100% AMI segment of the spectrum will also assist those lower on the housing ladder (60-80% AMI), and so forth.

.....

Transparency into the city's plans for the future. Along with coordination with the development community and other jurisdictions.

.....

We are trying to stay connected to opportunities to advance this work. I am interested in exploring ways that developers could advance this work as we have several on our board.

.....

Do you have any questions for us?

Have you objectively evaluated how Redmond has delivered thousands of homes while Bellevue has delivered a small fraction of that, and mostly luxury high-rises, over the same timeframe? Do you really want to increase the housing stock in Bellevue, or is this an exercise?

How can myself and others share detailed feedback on the biggest obstacles to building housing in the city?

How can we engage as this process continues? We have a lot of stakeholders who build and operate affordable housing in Bellevue, hence the multiple answer in some cases.

How significant is the relationship between long commute times and the lack of affordable homeownership options near Bellevue's major job centers?

To what extent is the lack of affordable homeownership in Bellevue impacting employee recruitment and retention for major employers?" If Bellevue's workers can't afford to live here, how sustainable is your economic growth?

How will Bellevue ensure that new policies remain financially feasible for private builders and developers?

It would be very helpful for the city to actually have a coordinated effort--so far much of what the city is doing in the housing space is very uncoordinated--that's not a question, just a comment. Thanks.

We're interested in learning more about the upcoming changes to the MFTE program and the expected timeline for implementation.

What do you see is needed to advance this plan, and what are the barriers to this? I did hear identifying funding sources for this is a challenge. I assume that is a significant barrier. Other barriers?

What is the next step in the process?

What's your next step? Will you share with us of your survey findings?

When can we get started?

Yes- why is it that the members of Bellevue city council live in a neighborhood and the rest of us all live in sprawl?

Yes, thank you. We'd appreciate more insight into how the city plans to prioritize affordable homeownership within its overall housing strategy. Are there upcoming funding opportunities, land disposition plans, or policy updates specifically aimed at supporting ownership models? We're also curious how the city envisions strengthening collaboration with nonprofit developers to ensure long term affordability and community stability.

Yes—thank you for the opportunity to be part of this important conversation. As community partners, we're committed to transparency, equity, and collaboration. A few questions we'd love to ask: How will the City ensure that community voices—especially from immigrant and low-income populations—are reflected in the final strategy and tracked over time? Participation is powerful when it leads to

accountability and measurable outcomes. Will there be ongoing opportunities for organizations like ours to co-create outreach, policy, or implementation tools as the strategy evolves? We would love to continue participating not just during planning, but in the rollout of tangible solutions. How can the City make the funding and policy process more accessible to smaller, grassroots organizations? Streamlining applications, sharing technical assistance, and offering smaller project grants would go a long way toward leveling the playing field. What does success look like for Bellevue—not just in unit count, but in terms of fairness, belonging, and stability? We believe success should be measured not just by how many homes are built, but who gets to live in them—and for how long. We look forward to being part of a transparent, participatory, and community-rooted approach to housing justice in Bellevue. Thank you again for your leadership.

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Appendix D:

Phase 3 Partner Survey – Refining Actions

What two goals do you believe to be most important to supporting housing affordability in Bellevue?

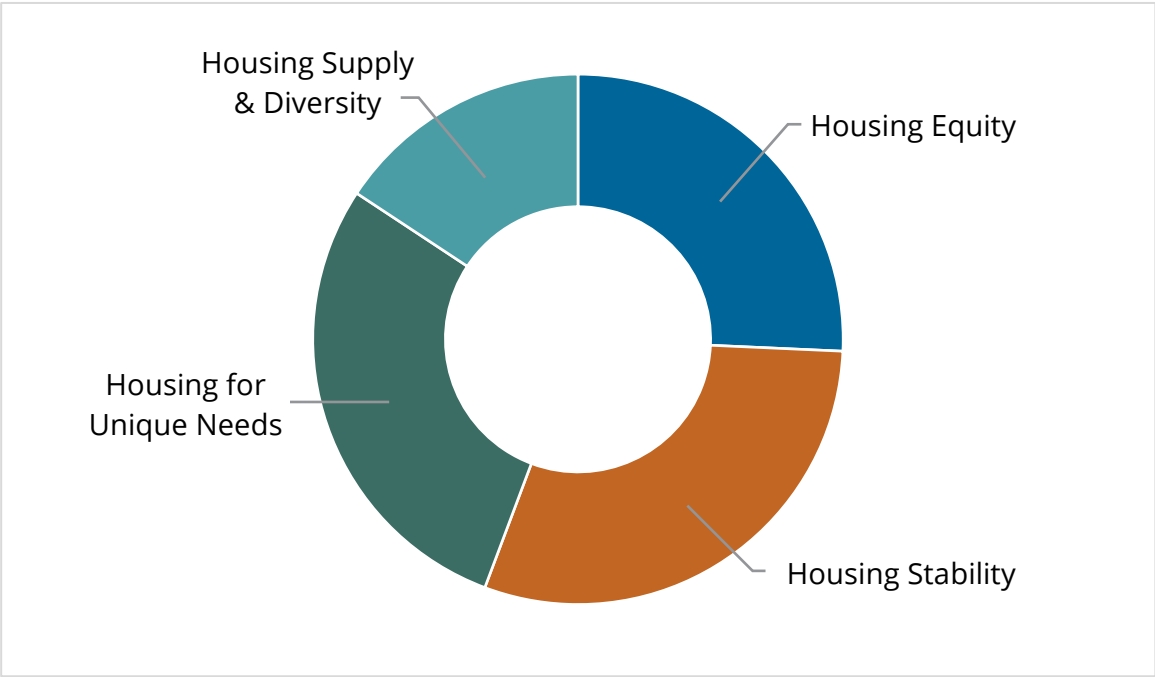


Figure 1: Most Important Goals, Org Partner Survey Nov 2025

Why do you believe those two goals are most important?

- These are non-negotiables; people should be able to stay in place and housing equity is mandatory to be fair.
-
- Equity
-
- These two principles ensure everyone in Bellevue regardless of income or background has access to a range of affordable, inclusive, and stable housing options.
-
- Inclusion of all sorts of and condition of those who are unhoused.
-
- Because they have been ignored for far too long.
-
- To ensure people have access for affordable housing and prevent displacement from low- and middle-income families
-
- Because I do not own my own home
-

There is a demonstrated need for more housing of all types for residents of all family sizes and all incomes in the City of Bellevue. Start there.

Meeting our housing goals requires more supply in multiple price points to ensure housing is accessible for a diversity of income levels.

Highest relevant impact

A thriving Bellevue comes from diversity including ethnic and socioeconomic, creating programs that can keep that diversity here and meet financial needs is a win for all

Preservation of housing is a very efficient way of providing affordability now. Ensuring that people with higher AMIs have enough housing at their affordability levels also reduces downrenting which is a significant problem in our region.

Increasing the supply and diversity of housing helps ensure more options and price points, making communities more inclusive and affordable.

Members of our program have expressed feeling like they are being pushed out of Bellevue due to the lack of affordable housing opportunities. Members of our community have also lost housing that met unique needs in Bellevue due to the properties being sold. The housing that they transitioned into is not comparable to the previous housing that better met their needs.

supply, supply, supply. Build more supply and rents drop across all price levels.

Because they both address the most vulnerable tenants

addressing historic and ongoing harms

These needs are critical for people who can't afford to buy in the Bellevue market.

Supply and variety are what will solve the housing affordability crisis in Bellevue. The term to be talking more about is housing attainability.

This was a tough choice. I believe 100% in #1 but I also know we need to allow individuals to stay housed, so they don't experience homelessness (prevention). I also believe we need housing at all levels so that our front-line workers, educators, hospitality workers, nurses, etc. can live in the community where they work.

I believe Housing Stability is essential because it helps ensure that existing residents, especially low- and moderate-income families can remain in their homes and communities as costs rise. Stable housing supports community continuity, mental well-being, and economic security. I also value Housing Supply and Diversity because there is no single solution that meets all needs. Bellevue needs a variety of housing options at different price points and for different life stages. Expanding and diversifying the housing makes the city more inclusive and livable for people of all backgrounds and incomes.

We want to foster a diverse equitable city for everyone to be able to live in and thrive. We need more housing and building at all levels will create more opportunity.

Bellevue has become less affordable/accessible for families from low to middle income and is essentially not only causing families to struggle and make hard financial choices for their families but is also making families leave and change and restart the lives of their children in unfamiliar areas.

Your race, religion and beliefs should not matter as to Fair Housing. People have different needs, that is equally important when it comes to housing. A one box fits all will not work.

First, I believe all of these are important, but housing equity is already protected through landlord-tenant laws; therefore, I prioritize stability and diversity in housing. Housing stability allows residents to focus on work, education, and contributing to the local economy instead of worrying about displacement. Additionally, diversity ensures that all community members have the opportunity to live where they work.

Equity - housing is housing and should be equally accessible and fair for people regardless of income, ability, or background. Unique needs - permanent supportive housing is a critical dimension of the housing continuum and one that is not possible to scale without public investment and support; adequate supply of permanent supportive housing ensures people who can live independently but need supportive services to manage chronic complex needs have a permanent and stable home.

We need a higher supply of housing that make housing available for people of different backgrounds

Housing at all levels is important to minimize the pressure on housing for those at the lowest levels of income.

Equity is a part of these goals. However, we need to keep people housed and create affordable options in the city in the short-mid-term while building out the supply over the long-term to solve the affordability crisis and escalating prices.

Focusing on Housing Supply and Diversity will help address the other goals.

Because they both prioritize the most vulnerable people

People should be able to live where they do and not be forced out by changes in affordability. Understanding systemic causes of housing inequity is necessary to establish, preserve, and promote housing equity. Note that the equity statement does not include people with disabilities.

What are the strengths and weaknesses of the Deeply Affordable prioritization approach?

Strength- housing for people who need it the most. Weakness- making sure the space is adequate for everyone.

Gives specific percentages, hard to track over time.

Strengths include that you are meeting your target population where they are at. Weaknesses include that you only have a limited amount of funding and lower AMI units are more expensive to fund and operate.

30 to 50% is best option.

Having housing for these income levels is essential, otherwise many who work in Bellevue cannot afford to live here. You might even consider going to 30% AMI, to support those who don't have the ability to progress/increase their wages.

Very crucial

Strength: fills a profound need that has been unmet in the city for decades. Weakness: requires significant public funding which is competitive. You can't make up for 30 years of not building deeply affordable housing on any kind of accelerated timeline. Set reasonable goals leveraging the funds available, and enact a local housing levy to support more deeply affordable housing.

Strength: This stratum of housing needs dedicated services to support it. Nonprofit housing providers excel at this work. Purchasing existing housing stock is the most efficient approach here. Weakness: below 60 AMI ensuring that housing meets specific individual social service or medical needs is a real challenge. At those AMI's specific social health resources are required.

Strength: it meets the greatest need. Weakness: it is expensive and will take a long time to create more of these units, and these types of units need wraparound services. Do not make the mistakes that Seattle has.

I need more information. This seems to partially address the needs of the community. However, lower AMI is financially challenging, as deeply affordable units generate limited revenue and require substantial subsidy to pencil. There would need to be a substantial reduction in the percentage of units required, or this method will not be utilized.

A strength of this approach is that it would theoretically increase access to the population most in need. A weakness of this approach, however, is all of the time and expenses that go into building new housing. When resources are caught up in development, services may suffer. A better approach could be to make the existing housing in Bellevue more accessible to low-income households.

increases supply at lowest price points. funding sources are the key. needs to be publicly subsidized not pushed onto market rate projects.

this question is too open-ended to be considered an evaluation

Do not like this approach. No strengths. Just weaknesses. This is a "social" engineering approach to the issue. Focus should be placed more on overall supply which will ultimately help every price point in the market. Inclusive of deeply affordable.

Strengths: this approach is valuable as it directly addresses the greatest housing need helping the lowest-income households find stable, affordable homes. This may help reduce homelessness and create opportunities for those who are most impacted by housing costs. On the other hand, since this approach relies heavily on limited public resources and focuses only on housing costs, it may not be sustainable without coordinated efforts to address other high living expenses, such as utilities, groceries, and other essential services that also affect residents' overall affordability and stability. I have also seen that people facing language barriers or technical challenges often struggle to access and benefit from the resources available to them.

Building deeply affordable housing is complex, more expensive often, and takes more time. The strength is that we can create more housing for a growing sector in the community.

Strengths - Help most vulnerable, equity approach, reduces homelessness and housing security and hopefully allowing government and non-profits to help beyond basic needs to stability for families

Weaknesses - While the impact is small to me, I know this does affect mixed-income housing as well as may need more \$ to ensure sustainability. I think the strengths overshadow the weaknesses in this case

This will be a different approach than mixing -50% AMI with market rate. The models will not work. Less than 70% AMI is a different financial model.

Strength - deeply affordable housing is the most difficult to produce and site, and market forces (strong or weak) will not deliver the deeply affordable housing supply needed; this is a unique responsibility of government and other public funders. Weakness - lack of popular support in Bellevue for siting and expanding deeply affordable housing, would require political leadership and commitment to support the needs of marginalized constituencies and endure likely opposition, fewer resources to other types of housing development.

Focusing on deeply affordable housing directly aligns with the greatest need, 73% of the demand is from households under 50% AMI, and delivers the highest impact on stability, displacement prevention, and long-term community equity for families the market will never serve on its own. However, these units require more subsidy and take longer to produce, which may result in fewer total units overall, and this approach alone does not address the moderate-income workforce housing needs.

Meets the deepest need, however typically the greatest cost per unit required.

Strength: this is the area of greatest need, which is no coincidence because housing around this income level needs the most intervention and support. It covers a diverse range of community needs from individuals to families, and those that need support and those that don't. Weaknesses are that this approach requires higher utilization of resources and there is an inherent tradeoff where we produce less overall units in exchange for reaching the deeper affordability.

The strength of this approach is that it most impactfully addresses affordability for people who are least served.

Weakness: housing market will not address this level of affordability; it needs to be a separate subsidy strategy

Strength: It focuses funds on housing historically marginalized people. Weakness: It is unlikely to be successful unless there is operating subsidy. My organization focuses on housing 30% AMI people with intellectual and developmental disabilities. Without subsidy we lose upwards of \$2,600 per unit annually.

What are the strengths and weaknesses of the Resource Efficient prioritization approach?

Strength- saving money who aren't affected by housing. Weakness- it'll not contribute to a complete neighborhood. It'll be at the expense of putting people in housing.

No cost to implement.

Strengths are that you are increasing your overall stock of affordable housing which helps those across all income levels as the more collective housing, the lower rents get all around. Weaknesses is that it may take longer for your lower income populations to benefit from this strategy.

Close collaboration at every level is imperative for best value with strong stewardship of each city.

Agreed. Costs have been out of control lately. We're in the process of remodeling and expanding a three BR one BA home to six BR two BA, and the cost is \$1.5M. This is with standard finishes for "affordable housing."

Very important because of language access

Not sure why this Approach is listed here. If it takes few resources to implement, why hasn't it been done already?

The strength is expediency in purchasing existing housing stock serving more residents. Weakness: does require tenant relocation assistance.

Strength: it is less expensive. Weakness: I feel like this approach doesn't have enough detail to know whether these work? IF this is something like rent subsidies then I think that's an excellent way of ensuring the "creation" of affordable units without actually having to build them.

I need more information. I'm not quite understanding this approach, but if you are suggesting extensions to existing MFTE programs then this seems like a very quick and easy place to start.

I would need more information about how this approach would be enacted to give an opinion.

incentivize more housing overall. find ways to let the market build, then the existing housing supply will naturally become more affordable.

same as before

Better. Focusing on costs and reducing impacts to the investment is a much better approach than forcing it through "social" engineering approaches.

Strengths: more cost effective and more efficient. Weaknesses: may restrict innovation and long-term solutions.

This sounds good on the surface, but I suspect lots of these have been implemented. We need to avoid thinking we can make a dent in our housing crisis without investing significantly more money to address it.

Strengths - This approach is faster, scalable and has flexible as well it can also be low-cost in terms of finishings and final product Weaknesses = No innovation, superficial response only - Sadly the need is NOW, so faster is better though quality materials, products etc. should be used to ensure dignity of renters as well as durability/maintenance of property

I am not sure what you are targeting with this question.

Strengths - easiest to implement, least resistance, politically feasible. Weaknesses - doesn't address highest levels of need, is a passive strategy to addressing housing needs.

Strengths of a resource-efficient approach include stretching limited public dollars further, moving faster on implementation, and leveraging existing tools and policies that can scale impact without major new funding, allowing Bellevue to show meaningful progress sooner and support a broader range of units across income levels. The weaknesses are that these strategies often do not reach the lowest income households who have the greatest need, rely more heavily on market forces and partnerships to deliver the intended affordability outcomes, and may not be sufficient on their own to meaningfully move the needle on deeply affordable production or long-term affordability without additional targeted investment.

Lowest cost and leverages existing resources, but may not meet the deepest needs which may require intensive services

This is a good strategy that should necessarily be a part of any broader strategy, but resource efficiency alone will not solve the housing crisis when we have escalating hard and soft costs that cannot be easily changed by the City. In other words, there are fixed costs that will not be overcome with this strategy. The strength is that the city can do a whole lot of this and find ways to complement other efforts.

Weakness: it's not clear what this means or how it will move the needle, but the strength could be that it does not add additional cost to housing production (which should be the goal)

Strength: It will maximize number of units. Weakness: It won't create housing for 50% AMI.

What are the strengths and weaknesses of the High-Impact prioritization approach?

Strength- capture the most levels of income variables. Weakness- this is not the reason for affordable housing. Building housing for the lowest income levels and allowing all income groups to live in well-built units would be more desirable. Tiered systems of housing do not prioritize housing for all.

Less affordable but quick turnaround

Similar to approach two, you are creating more housing which will benefit those across all income levels. This approach makes sense to me as long as you have resources built into the buildings and have subsidy to support those services.

Permitting and leveraging density, how FAR moves this deeper.

Agreed. Timeliness is essential, as are maximizing the number of units that come online. I don't see a downside, unless bringing them on fast and cheap results in a short life span for the units.

Strength: Maximizing housing deliveries does increase the overall supply, which Bellevue desperately needs. Weakness: It does not accelerate delivery of more deeply affordable housing which Bellevue needs more than any other type of housing.

Strength: Again, purchasing existing stock is an efficient and immediate strategy. Weakness: Requires tenant location and potential light renovation prior to occupancy.

strength: using 80% AMI strategies can include the market rate development sector. As we've seen in Wilburton it is the most efficient producer of units. Weakness: even with the quickness of the market, it still takes a long time to actually build units!!!

I need more information. This is a great goal and if you can reduce permitting timelines for multifamily housing, that would greatly expand the number of units in the MFTE pool. Projects of scale take at least 2 years to build. It takes at least 2 years to get design review approval and a permit in Bellevue. Whatever you can do to cut down time to delivery would help.

The main weakness of this approach is that it doesn't increase access for the people in the most need of affordable housing.

create a true incentive. off-set 80% units in market rate projects with real financial off-sets, e.g. MFTE

quality over quantity

Do not like this approach. At the end of the day - builders need to be incentivized to build this type of housing. And I am not seeing any incentive here based on this approach.

Strengths: visible progress in the short term. Weaknesses: as previously noted, it may not be as effective as intended

Building more housing faster will hopefully have a positive impact on all levels of housing. This should be a priority.

Strengths - Provide housing options for families with low to moderate incomes and avoids their displacement, Weaknesses - Doesn't solve for most vulnerable populations

This is similar to question 1. Less than 80% AMI is tough to model. People won't deploy this strategy with market rate housing. Code requirements, cost, fees and implementation will take its toll on the underwriting.

Strengths - ostensibly faster housing production, opportunity to support/incentivize existing developers. Weaknesses - "as fast as possible" is easier said than done (all external factors considered) and may lead to unmet goals and disappointment among constituents, doesn't address the highest level of need.

This approach is strong because accelerating production at scale is essential to meaningfully address the regional housing shortage and improve affordability across the entire income spectrum. Increasing total supply quickly can help relieve pressure on rents, expand options, and allow Bellevue to keep up with projected growth. It also enables faster delivery of affordable units overall and demonstrates visible progress to the community in the near-term.

Positive for missing middle housing. May not meet the deepest needs of affordability and service

Weakness is that this misses the deepest and most pervasive housing need in the community. If the programs target 80% AMI, you are using vast public attention and resources to just create housing affordable to an individual making ~\$85k. We can also use permitting reform and incentives to get to these units. We can walk and chew gum at the same time and not focus the entire AHS update on higher AMIs when the market can play a partial role here.

Strength: additional supply at all affordability levels (including above 80% AMI) will help the overall housing ecosystem

Strength: It creates much needed housing which has been shown to reduce homelessness regardless of affordability. Weakness: It neglects affordable housing options for low and extremely low-income households.

What are the strengths and weaknesses of the Equity First prioritization approach?

Strength- anti displacement. Weakness- it will be at the cost of future use of the space and won't house everyone in the area who needs it- non innovative and not inclusive. Housing innovation is needed.

Needs that are now versus future needs

Strengths are that you are serving populations that have been historically underserved, which is very important. Weaknesses are that the City is limited in resources. By increasing overall number of units and ensuring community is engaged utilizing an equity-first lens, it feels a few of these strategies can be combined to increase housing units while leveraging City of Bellevue's funds and serving underserved populations with both housing and resident services.

Go for maximum with supportive services. Close review of sustainability.

Yes. This approach can make up for the redlining that boosted white family wealth and held others down in the past. That wealth has grown and been passed on to younger white generations, and this could make up for some of that. More is needed, however. Perhaps connect to WA state's Black Home Initiative

Listening and understanding needs

Strengths: Allows Bellevue to focus efforts on providing deeply affordable housing. The lowest income earners in Bellevue are the people most impacted by Bellevue's zoning policies which have restricted housing growth in the city over time.

Weakness: programs are difficult to tailor to meet those in the most need. Strengths: geographic and economic qualifiers seem to work best here.

Strength: unclear, except social justice people will like it? weakness: have no idea how it will actually solve the problem.

I need more information. If the goal is volume of units at a lower AMI level, this approach does not seem like the fastest way to get there.

The strength of this approach is that it would likely have the most significant impact on the people in the most need. A weakness of this approach would be coordinating the necessary components to make this approach effective.

increase housing supply of all types, rental, home ownership, etc. across the city and this will increase housing opportunities for all.

what

Only weaknesses here. Again, this would be a “social” engineering approach. That is not the answer. The focus needs to be on supply AND zoning. If up zoning needs to occur or modifications to zoning in order to deliver to this segment of the market - than council/staff should look at that approach rather than inequities.

I like this approach because it supports the most impacted communities; however, it may reduce the supply of new affordable units in the short term. I suggest limiting resources to balance impact and resource allocation.

The challenge is that systems that have led to these inequities are complex and entrenched. It will take time to start to dismantle them. We need to focus here but need to find ways to build housing as well.

Strength - Intent to actually tackle policy inequities and level the playing field which is great but Weakness - long-term and we need housing units now and to do this concurrently

This is a grist approach. But will not be deployed by market rate developers.

Strengths - could be implemented as homelessness prevention, could be opportunity to address historic inequities and injustices in Bellevue (e.g. impacts of Japanese internment), opportunity to articulate Bellevue’s vision of housing equity including diversity in type, income, and background. Weaknesses - could limit creation of new housing if not implemented with overall housing goals in mind, “those most impacted by housing issues” is vague and could be interpreted in such a way to prevent progress toward production goals (e.g. low density residential preservation).

This approach is powerful because it centers the communities most impacted by displacement, exclusion, and rising housing costs, strengthening community resilience and improving equitable access to opportunity. However, if these strategies are not paired with actual production funding and resources, they risk not delivering the scale of new affordable homes needed; equity commitments alone are not enough without meaningful investment that translates into units on the ground.

Has impact for future growth within the sector, but take a lot of time and effort and cost to achieve.

Equity should be a part of any strategy that the city pursues. Separating it doesn’t make sense because, for example, there is disproportionate impacts baked into racial income demographic data. This means that going for lower affordability levels will naturally have some element of equity. Equity can, however, be more than the other efforts. It’s also about HOW the city includes groups historically excluded from discussions and decision-making. Include groups early, evaluate RFPs with equity criteria (in addition to other criteria, of course), work with and pay CBOs, and center culturally responsive designs where

possible. These are all strategies that live WITHIN the city's processes and practices that can be paired with other strategies to directly build affordable housing at every income level.

Weakness: "displacement" is often used to limit density, when a higher density can actually preserve existing stock because additional density allows more units to be produced on a smaller footprint

Strength: It demonstrates an understanding that housing inequality stems from intended systemic policies. This approach would prop up Bellevue as a moral agent working on behalf of its residents.

Weakness: It creates fewer homes.

How can Bellevue address challenges or balance tradeoffs when prioritizing actions?

Overall, building housing at a mass scale- the city should not build housing and ask for feedback from CBOs. Community groups need to help co create these spaces to help prioritize needs and balance the tradeoffs as required in context specific housing

Not sure except look at future layoffs

Housing production and ensuring it happens quickly and safely should be a key goal for the City of Bellevue. If we have more units created, we can house more people.

Trust the foundation set by the Technical Advisory Group and the work on Wilburton.

Update zoning and permitting to reduce costs and allow more mixed use. Ensure transit systems remain affordable and are near new developments.

Look at grassroots organizations who cannot afford to buy their own homes

Find ways to generate income to subsidize construction costs and rental assistance for deeply affordable housing. At the same time, streamline entitlement processes to move more housing projects forward more efficiently.

Bellevue should prioritize producing more housing of all types and measure results of its existing policies and programs. Don't be afraid to try and fail. Pursue multiple strategies simultaneously.

You need multiple actions, not just one. Otherwise, your approach to AH will fail. You can do many things, I believe in Bellevue!

I would recommend reducing impact fees (at a minimum for income restricted units), reducing permitting timelines or limiting ADR review cycles, relaxing affordable unit locations within a building, and offering different AMI levels and percentages that make sense.

I believe that working closely with organizations that know a lot of the stakeholders in making housing more affordable in Bellevue would be able to inform the tradeoffs that may need to be made.

Create true incentives that make it MORE likely that housing is built. Many “incentives” do not work or are counterintuitive. Real incentives are quantifiable and can be easily reflected in the economics of a project.

.....

use an equity matrix

.....

Bellevue needs to create a culture and environment that overall stimulates supply. No matter what the proposed housing may be - it has to be better than taking 5 yrs to deliver units based on permitting timelines and the amount of permits needed. This HAS to change.

.....

Bellevue can address challenges and balance tradeoffs by engaging with communities to understand their most significant issues and making decisions based on their input.

.....

You are doing a great job of listening, gathering feedback, and next you need to be courageous and make sure to boldly invest in strategies that will move the needle on this crisis.

.....

Include the voices of the most vulnerable and actually respond to their needs or provide feedback when you can't

.....

Be mindful one shoe does not fit all.

.....

Establish clear values and goals - how many units, what types, and why that's important for a thriving and equitable community. Keep focus on long term, acknowledging growing pains with new development is normal and subside over time, considering how the Bellevue City Council in 50 years would think of the city's actions and if they were courageous or expedient.

.....

Bellevue can balance these tradeoffs by pursuing a blended strategy; accelerating production where possible, while also securing new and predictable sources of funding, like a future housing levy, to ensure the City can invest in deeply affordable homes at the scale needed.

.....

Providing some solutions at all levels of affordability is better than providing only solutions at certain levels.

.....

If the city of Bellevue is truly interested in meeting its 5,700 affordable housing goal or its Countywide Planning Policies residential housing targets at all income levels, it will need to consider bold solutions outside what it has typically considered. This may take a lot of community conversation, but tough public challenges require tough responses from cities. The city can also minimize tradeoffs by removing permitting and review barriers from ALL projects, not just affordable projects. The city can use its stated values to be welcoming and innovative to expand opportunities to those most in need.

.....

Whatever policies are adopted write them in such a way that allow for exceptions when they would achieve intended outcomes. For example, most public funders want to maximize the number of housing units produced. Ergo, funding applications and implementation policies are biased toward large multifamily tax credit projects. Those policies present challenges for developers of scattered site housing which is a real housing need for people with intellectual and developmental disabilities. The Department of Commerce has done a good job with their housing handbook they built in the ability for developers to petition the project manager for exceptions when they make sense. Continue to include stakeholders including industry practitioners, those with lived experience, and those who serve them.

.....

Which strategies should be prioritized immediately, and why?

AH4- current land use, zoning and permit regulations obstruct or hinder the development of affordable housing. There need to be updates to the code to incentivize and prioritize affordable housing. There need to be more units to house people at the lowest income levels and give everyone the ability to live in well designed, innovative housing typologies

Take into account cost of living

All of these strategies are well thought through and viable. Community engagement and education should be done soon and that is something that is able to be done in the short term. It may be easiest to implement the policies relating to zoning and code changes (AH.4 and AH.8, UN.1, UN.2, SD.1, SD.3 etc.) most quickly as these are policy changes. Exploring alternative revenue sources will also help plug affordable housing gaps for developers, as well as leveraging the City's land to reduce land basis on projects. Workforce engagement and training is also a key goal here but there is also the concern that this might be too much for one City to take on. These are lofty (but awesome) goals!

C1 best path and identified by the TAG. Non functioning faith communities' property.

Fund nonprofits to purchase existing stock because it is the most efficient and immediate path.

FYI this is a really bad way to do this because I have to toggle back and forth. The one that should be prioritized is the vouchers one. It is the best one to "create" low-income AH without having to build.

AH.4 & AH.8 - the quicker we can get units on the market, the faster we can help solve this critical issue. PLEASE NOTE: All multifamily housing in Bellevue is affordable housing. With a median home price approaching \$1.9M, translates to an \$11,165/month mortgage payment. This is completely unattainable for a huge portion of the population. Inventory is sparse on the Eastside, so most people who move here HAVE to rent. Even market rate housing is affordable housing. AH.10 - extending MFTE helps ensure existing residents in the program aren't displaced from their homes. UN.2 - Would support a reduced number of MFTE units for an increased percentage of 2-bedroom units provided in the program.

AH.6 because increasing affordable housing access also needs the buy-in of organizations that can help support people in maintaining their housing.

increase supply. expand real incentives. expand 80% MFTE and supercharger options.

seriously

I recommend AH 3 and 10 because they can be implemented immediately and are likely to deliver impactful results.

Affordable Housing - the greatest need, affordable for all levels of income, abilities etc.

#3. Using 80% AMI. Berk undervalued the true benefit of the MFTE Program

AH.8, AH.11, HS.3 - AH.8 & AH.11 are within the city's current control and are intended to maximize the city's existing resources to boost production, and HS.3 represents investments in preventing homelessness before it happens.

Housing Supply & Diversity strategies should be prioritized immediately because increasing the overall supply of homes is the fastest way to begin relieving pressure on rents and creating more options across income levels. As Bellevue continues to grow, moving quickly on production-oriented strategies will help ensure we keep pace with demand, support affordability in the near-term, and create a foundation that enables deeper affordability and equity-focused investments to succeed over time.

SD.3 missing middle: to expand opportunities. AHS.1 Increase revenue: to meet the funding challenges of all housing

Affordable Housing Requirement in HOMA and BelRed - the city can't go back and implement this strategy later if it gets further behind in its affordable housing goals (legally speaking). This also includes affordable housing in mixed-income communities which doesn't concentrate modest-wage housing in certain areas-- that's unfair and inequitable. The City should also consider new revenue tools to increase funding for both ARCH and operations of its new Office of Housing. The city can continue looking at code-based policies and permitting/efficiency-based solutions, but these have a limit. Ultimately, more funding is needed.

AH.4 Create a permissible land use code for affordable housing; AHS.2 Calibrate affordable housing incentives and requirements.

Are there any strategies you think would be difficult to implement or might face significant challenges?

The challenges will appear when affordable housing is built but does not take into account the needs of the people. Co creating these spaces with residents' needs will need to be a priority. People want to live in place, have dignity in housing, live close to transit and work opportunities. Creating such housing will be challenging- but co creating these spaces will give the city a better needs assessment and details before actual plans are put in place.

No, but thank you!

AH.9 may be better implemented by a third-party with Bellevue offering subsidy support for trainings. Some policies about increased revenue or Bellevue acquiring land for affordable housing will be more difficult from a legislative perspective.

Rental registration and inspection programs create costs and are inefficient. Problem buildings should be addressed directly through investigation.

You should absolutely not do the rental inspection department. This has only created more bureaucracy in Seattle. Why on earth would you implement that strategy????? All it does is make housing more expensive for people.

We already have strong renter protections in Washington. If the goal is to get more affordable housing, we should focus on implementing strategies to increase supply rather than adding more regulation to existing supply (which does nothing to grow the number of housing units).

HS.2 would be incredibly important to implement, but there would be challenges. There is currently no voucher access at all in King County.

80% or lower units required in market projects will lower overall supply. Some projects may get built, but it will prevent many others from being feasible.

omg

AH 7, if its implementation requires a tax increase.

All of them - finances are tight and zoning rights are restrictive and incentives are low

AH.4 is a long, contentious process that may delay or incumber new production more than it eventually boosts it. AH.10 - affordable housing is already subject to oversight and other performance requirements by existing funders, implementing additional oversight could be redundant and requires additional resources from both providers and the city.

Yes. strategies tied to Housing Stability are likely to face the greatest challenges, particularly because they require sustained and reliable funding streams to be effective. Without new dedicated resources, it will be difficult to scale eviction prevention, rental assistance, and community stabilization strategies at the level needed. These approaches deliver critical outcomes, but they are especially vulnerable to budget limitations, unpredictable funding cycles, and competing priorities, which may make implementation and long-term durability more difficult.

AH.7 local revenue is always a challenge in tight times. AH.9 increase capacity also increases costs for housing

new revenue would face significant hurdles, but I'd argue it's worth it. Look at the success of Seattle's housing levy, which supports tens of thousands of families. I'd also say that equity is easy to support at a high level, but it's unpopular at the implementation level when status quo power and entitlement cause political resistance (ex: going further than HB 1110 on middle housing was quite difficult, despite the resounding feedback from the private and nonprofit housing community that the state baseline was insufficient in most ways if the city wanted to see actual development)

Do you see any important strategies missing from the list?

Anti displacement.

Ensure regular reporting on housing goals and results of policy and programs. Consider a housing levy as a way leverage public dollars in supporting this priority.

disincentive profiteering by taxing vacant homes and undeveloped buildable lots

I don't see any mention of utilizing market rate developers to assist in providing housing at all levels. Any AH strategy must address ALL levels of housing otherwise it won't work. This is an ecosystem.

There is nothing related to the actual barriers to producing more housing - higher construction costs in Bellevue compared to Seattle, long permit timelines (Seattle recently waived design review in some areas), high impact fees, etc. If we can reduce costs, we can get more projects financed. We source institutional capital, which means our projects are competing with financing for projects in markets all

over the country, some with 6 month permit timelines. Bellevue is a great place to live and work; there are ways to improve the entitlement process to expedite and incentivize housing.

analysis of removing all reasonable barriers to housing development, e.g. permitting, zoning requirements, energy code, fire code, etc. anything that adds time or cost reduces supply. remove all barriers, ramp up unrestricted housing production, and allow existing housing stock to fall in rent level.

One strategy that seems to be missing is fostering partnerships with other cities and counties to address affordable housing. Collaborating regionally can help share resources, coordinate policies, and create a larger impact in increasing affordable housing options across the area.

I believe the value of the MFTE Program is undervalued in the study.

Articulating the values and vision of Bellevue’s affordable housing strategy, particularly around the community importance of deeply affordable housing and housing services for marginalized groups

One important strategy that could be strengthened or added is establishing a dedicated local funding source for affordable housing production and preservation. Without predictable, ongoing revenue; such as a housing levy or similar tool. Bellevue may not be able to resource these strategies at the scale needed. Reliable funding is foundational to ensuring that the goals across all five areas can actually be implemented and sustained over time.

Do you have any concerns, questions, or feedback on the proposed strategies?

It’s important to create affordable housing without disincentivizing investment in market rate housing. The more diffuse the source of revenue for affordable housing or cost burden the better.

Seems apparent whomever wrote the survey and the policies does not account for the open market to address housing needs. No discussion of simplifying Bellevue state-worst entitlement and permit process. Fixing Bellevue’s expensive code interpretations, etc. The takings associated with market financed development that continually drive the cost of producing housing up.

I am extremely concerned about the rental registration policy. This is a terrible idea.

See my note about addressing the entitlement procedures. Additionally, I am concerned the City will get bogged down in certain strategies that don’t prioritize supply, which is the stated goal. A rental registration office is going to bog down the system and make things more complicated than they need to be.

Narrowing down the strategies to prioritize resources going into the most effective paths forward will be more likely to deliver results sooner.

concerned about any policies that rely on less than 80% units in market rate projects. Very hard to find a true “incentive” for less than 80%.

My concern is that efforts to improve affordable housing should avoid raising living costs for existing residents and ensure safe living conditions.

Many strategies are too broad to meaningfully comment on - while they may represent a good general disposition, it's unclear if the blue sky strategy will translate to action. Strategies should be specific, actionable, accountable, and understandable to a casual, low-information audience (e.g. someone who just moved to Bellevue and knows little about housing policy/jargon or the state of housing affordability in Bellevue).

Yes. I would recommend explicitly including homeownership within the Housing Supply & Diversity section. Homeownership is a critical pathway for long-term stability, wealth building, and closing racial equity gaps. I also suggest establishing clear production targets for ownership units so the City can measure progress, hold itself accountable, and ensure the strategies translate into actual units delivered over time.

All options should be reviewed. There are no singular solutions to a complex problem.

Do you have any other thoughts to share regarding the Affordable Housing Strategy (its goals, priority alternative scenarios, strategies, or otherwise)?

It would be great to evaluate these strategies against other City's affordable housing strategies to compare what has and has not been successful. It is always great to look at numbers and data.

Read carefully the transmittal letter of the TAB to the City Council.

Affordability mandates should be avoided to encourage production of all housing types.

The prompts in this survey are a bit difficult to respond to without more information.

build, build, build!!!

Thank you to staff and partners for the work and thoughtfulness in updating this strategy and engaging the community throughout this process. This is complex work, and the continued collaboration, transparency, and engagement with stakeholders will be essential to make sure Bellevue can successfully implement these strategies and deliver the housing outcomes our community needs.

Please continue to involve HDC and our Eastside Affordable Housing Coalition members. We care deeply about being a good partner to the City of Bellevue and helping to find a realistic, but meaningful, policy balance. Thank you for your work on this important topic, especially as the proposals become more concrete.

Appendix E:

Information Session Feedback

What stands out to you in terms of community needs?

It appears there is a focus on locating properties on transit-oriented areas. That helps lower income renters more easily access jobs and community services. Still, there are areas, not immediately adjacent transportation (public) that could be allocated towards affordable housing as well. See South of Surry Downs adjacent to office complexes, which are close enough, but not utilized effectively to address our city's shortfall of affordable housing units.

One of the things that stood out to me was how many different income levels are affected by affordable housing issues in Bellevue. I work with extremely low-income individuals so seeing the impact on the other end of the spectrum was very informative.

Bellevue is not totally unique but has more high paying jobs than available housing and is a desirable place to live. Market forces have driven housing prices much higher than incomes and prevent many people with average or lower incomes from being able to live here. The City of Bellevue is considering intervening to increase housing density and limit is pricing and availability for those with below median incomes.

Responsible development should income incentives for community such as workforce local hire/ workforce development. Prevailing wages paid to the workers so they can build/work/live in the community maybe even at one of these affordable units. Responsibly built, making sure the incentives offered to developers return the value to the taxpayer, local economy and workers.

The need for voucher programs and similar ones that keep people house. Need to strengthen stability by holding landlords accountable.

Variety that matches household type, cultural, accessibility, age, and other needs. Housing costs that don't overburden residents. A way for people to live in Bellevue that also work in Bellevue to help with it being easier to get to work (lower commutes (transit costs)). Middle and large multifamily housing. Locality to public transit. Locality to parks, stores, and resources. More in downtown where a lot of our jobs are.

The complete and total lack of housing for those below median income.

Bellevue has 30% seniors. The affordable housing has very little units for the seniors. I hope to see more communities for seniors and affordable housing.

While there are many affordable housing units spread out throughout King County, the number of units is still very small compared to the need. Many areas especially the single home zoning areas have very little to none affordable housing opportunities. While the AMI is quite high in Bellevue, there are many people below the AMI line which can't afford homes because developers are only building or units for people with deep pockets and million plus budgets.

The cost burden on Bellevue residents - how can people find stable housing.

The locations are very good, close-by to the shopping areas and transportation. Hopefully we could have them ready soon since so many young people got laid off from jobs. Can't afford the high rents, would need help. Thanks for the city's projects!

The need for better communication and accessibility of housing information for residents across all income levels and life stages. Many residents, especially service members and their families face frequent relocations, income adjustments, and transitional housing challenges. That information about affordable housing programs, eligibility, and support services is easily accessible and updates regularly can help these families remain stable and connected to the Bellevue community.

Many of the lower-paid employees in Bellevue can't afford to live here, which contributes to the big traffic problem! Helping people cut down their commutes increases quality of life and reduces environmental impacts while also benefiting the local economy.

We need funding for these programs now. We must start immediately to fund and worry about making it available to more people as we go. I really like the idea of the condo/coop at U-lex. I believe the information and data collected are great. In my opinion you should begin with services workers earning \$30-60k a year.

Everything is important and [Crossed out] gives me great pleasure today to participate here, since it is important to continue working on housing for everyone, but I keep thinking: how will they achieve the goal of no longer increasing the rent, and [Crossed out] that wages rise to the same level, as do utilities, gasoline, and food? For now, I am very skeptical about how—and how soon—you will get this balanced. Hopefully, rents will be regulated soon, and single young people and single adults will also be included in this.

The high percentage of low-income families, where even if families have two or even three jobs, they lose time that cannot be regained (I mean that they either work to pay the rent and survive, sacrificing time with their children and loved ones, because if you don't work to pay the rent, where will you live? You either work or spend time with your loved ones). The lack of support for single student individuals, regardless of age.

Which of the five goals do you hope Bellevue focuses on most over the next seven years? (1 is most important)

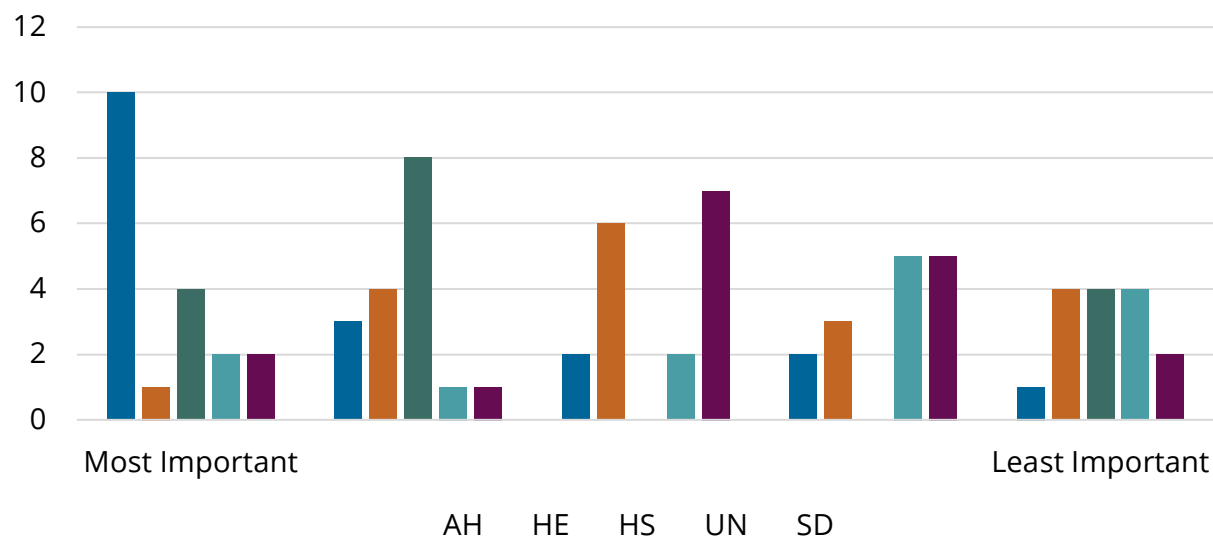


Figure 2: Most Important Goal, Open House Responses Nov 2025

Why do you hope Bellevue focuses on that goal?

The need is great for all income levels 30% - 120% and persons from all communities. Do not just focus on homelessness. All levels need attention.

.....

In my experience, housing stability needs to be the primary focus in order to help keep the most Bellevue resident. With the HCV waitlist closed, the most vulnerable Bellevue residents are facing the greatest hardship.

.....

Housing supply being created injects money into the local economy and sustains other businesses. Broad sweeping development - specific needs seems to address all issues why prioritizing larger group needs first

.....

Housing stability is extremely important. I moved to Bellevue on a Section 8 voucher and became unemployed about 3 years later. Its been very difficult to secure rent assistance as I navigate the stages of my job search

.....

Aging community and low availably for people who need additional accommodations

.....

If we have adopted more universal design, we can help to meet more unique needs without putting this as a priority

.....

AH: not enough units are pushing people out of the city due to high rent prices and fast increases

.....

Housing equity: offer more opportunities like ARCH housing and rental options that help lower income individuals buy homes

.....

HS: landlords feel the market is under their control so they test rent and house prices as many units get offered over asking price or multiple offers.

UN: Older people often retire away from Bellevue due to the high cost of living an expensive cost to own a home.

SD: Provide different housing opportunities like HOMA for young professionals and single low income individuals

0-30% for affordable housing

Housing for unique needs is important but I think the others are necessary , especially affordable housing and housing stability before we get there. Unique needs are part of “diversity”

Housing on the whole has become unaffordable for so many! On Equity - I heard African immigrants tell how much they are being overcharged, not fair to treat immigrants differently!

Should connect with local construction exerts and they make like to donate some time and expertise

Bellevue’s housing future should make space for those who serve the nation and community. Including service members family in affordable housing discussions ensures policies are comprehensive, equitable and sustainable

AH: we have a lot of commuter and hidden homeless; HS: keeping people housed is cheaper and better for them then ending up on the street; SD: retirees, young families, and single people all have very different needs

Do you have any concerns, questions or feedback on the proposed strategies?

Foundational - Dollars truly need to be released to encourage local affordable housing developer, those that know the business of predevelopment, construction, management, and sustainability from living this business every day for decades. These operators know all of the idiosyncrasies of affordable housing from every aspect and can be most helpful. Outside conglomerates that don’t have a true local interest are more focused on development fees and annual distributions, in my option

I think the majority of the proposed strategies would have an impact on the housing crisis in the greater Seattle area. My greatest concern is that some of these strategies aim to assist sub populations that still have more resources than others. I believe strategies that benefit individuals below 50% AMI should be prioritized

It can be difficult to predict their impact, but shifts in technology employment due to AI and other issues have led to many layoff of well paid employees of major companies in our area in the last few years. This could reduce prices and demand if the trend continues.

In my experience, a lot of the contractors that build affordable housing are interested in making the most money possible even if that means exploiting people that actually build the project --> substandard wages, no breaks, no obeying overtime laws, and sick leave laws. Focusing more on production than safety, etc. Please ensure those projects have labor standards, apprentice utilization requirements, and

priority hire zip code requirements. The people building these projects should be treated with dignity and should be able to afford to live in the community they build. Thank you!

There needs to be focus on keeping people low income or in transition housed. As well as support to those living in vehicles as they want more housing in our city

Housing for unique need - make sure resources like grocery and other shops are near by for seniors or people with disabilities

I appreciate the effort in engagement. I'm delighted to see the alternative ownership idea is being entertained. I hope the city builds more affordable and useable communities for seniors, large enough so that the seniors may be "aging in(the) place" and has some room for caregiver and life changes/mobility changes. I hope to see more efforts in promoting the universal design to accommodate more people with different needs. The 80% AMI is probably not applicable to me, but the high utility bills especially the storm water, water hurts seniors.

Interested to see what kind of incentives can be offered to developers in order to accept more low housing units as Bellevue increases housing density to include residents from all financial backgrounds. Also work done with more community facilitators to make sure these low housing opportunities are going to the right people/families rather than people "who are in the know."

Investment in the 0-30% AMI level

Than you for checking with the people in affordable (subsidized) housing for their input. They know more of the nitty gritty of the system and the housing than others. Providers have a bias and wat to persuade us to fund them. You need to hear from the users!

a key concern is ensuring that the proposed strategies include flexible criteria for those whose income levels or housing stability fluctuate due to military service or deployments. Service members sometimes fall just above traditional AMI thresholds, disqualifying them from certain assistance despite facing housing instability. Bellevue should consider creating "transitional affordability tiers" that support moderate income earners particularly those serving in essential and public safety roles. Additionally, partnerships with federal and state veteran housing programs could strengthen the city's capacity to meet its housing goals efficiently

The language that was used was not understandable to me, [Crossed out: especially] it is very technical, since I do not know how to share it with others in my own words.

Use more digestible language, not so technical, to better understand the message.

Any other questions or feedback?

Office of Housing should consult with organizations, community, labor, etc. to have a more comprehensive approach/discussion to the development being built with public monies, grants, and exemptions

Snacks were great, thank you very much! It's always a treat seeing Mr. Zimmerman - JK!

While my pretax income was only \$25k last year, the building choses which tier my apartment is, so my rent is much higher than the rate my income qualifies for.

I don't feel like the City of Bellevue cares much about what's going on in these buildings.

It is great to see the progress and next steps. Bellevue is so unique I wonder if there is a need for it to establish its own Housing Authority.

This AHS is a lot of work an includes a lot of moving parts and out of the box forward thinking. I appreciate the work so the city of Bellevue and their official are doing to provide affordable and equitable housing in this beautiful city

Thank you!

We wish city can support local biz and engineering firms. We pay taxes for city. Vote for city leaders. Please think of ways to connect more with local building/construction businesses. Thanks!

Appendix F: Public Survey

What do you hope Bellevue focuses on most over the next seven years?

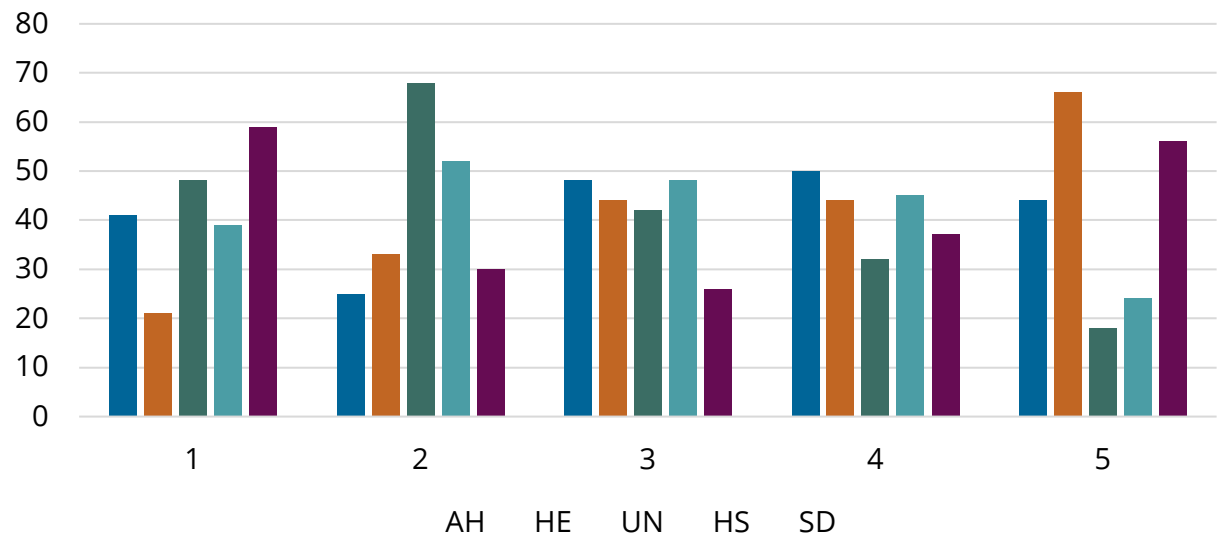


Figure 3: Top Focus Area, Public Survey Responses Dec. 2025

Is there anything else you think we should focus on when it comes to housing in Bellevue?

Hi I'm now homeless after 10 years in my apartment. I left believing I had another place lined up. But after I put my deposit down, had my section 8 paperwork I was denied because of my credit report. A year and half ago I broke my back and finances was tied to a strict line. I also have SSDI from other medical problems a few years back. I worked for 35 years, solid before that as a Bartender in some of our nicer houses. Anyway, I got a hold of ARCH and Housing Connector only to find the 2 places that are available to me are not suitable for me. Have you seen these places. I'm trying so hard to find a nice place for me to live. Thanksgiving is coming up and my kids (adults now) are asking about what we should do. I always make dinner at my place. They have their own lives and sometimes I can stay with them in their respective homes but they are short on space as well. My question is, if I have the funds for a decent place why can't I get an apartment that's suitable. My credit cards haven't been paid but my rent has never been late nor has my power or any living condition bill. Only credit cards because as soon as I recover I'll work on those but till then I'm homeless. Oh yeah, right when I had to move out the transmission in my car went out in the car I'm still making car payments on.

Yes -- NOT EVERYONE WHO WANTS TO LIVE IN BELLEVUE IS ABLE TO LIVE IN BELLEVUE!!!! Stop with the fallacy of "everyone at any income level should be able to afford to live in Bellevue." This is NOT POSSIBLE. I am retired. I have not yet applied for social security, although I will be 68 mid-November. My income each month comes from selling assets in my portfolio. I chose money over passion for my career, I worked hard, and I saved a lot. I bought my house in Eastgate almost 32 years ago. Could I have afforded to purchase in Somerset and have a fabulous view? NO!!! At that time, I'm sure that Eastgate was a relatively affordable neighborhood in Bellevue. Could I buy my house today? NO!! Could I buy anything in Bellevue today? NO! I have NEVER thought that I should be able to live anywhere I wanted to. That's a ridiculous way to think. Face it, Bellevue has become bougie. I think Bellevue should work to

keep its current residents who want to continue living in their homes, to not be forced to move because they cannot afford e.g. the crazy expensive property taxes, or home insurance, or rising utility costs (PSE and CoB).

Maintaining the character of existing Bellevue neighborhoods

Middle income housing for older adults who are no longer working and are on fixed incomes. Helping older adults who want to downsize and free up housing that would be available for families with children to find suitable housing while still staying in Bellevue.

Sufficient outreach so that possible tenants will be able to find this housing. Focus outreach on financially vulnerable or homeless community members

Low-income housing, or housing assistance for low-income people would be my highest goal. As a part time retail worker, I don't think there's a single place in Bellevue that I could afford to live on my own, even if I spent my entire paycheck on it. As it is now, independent living is completely unattainable for me.

The goal should be to increase affordability for people who want to buy houses, not just rent. Buying a house is what allows people to change their perspectives and build wealth. All I see is an increase of expensive buildings that are only for rental. This increases the wealth of owners (I'm one of them) but does nothing for the people who want an opportunity to buy a home.

Maintain character of existing single-family neighborhoods. Implement design controls and oversight, especially where higher density is proposed.

When expanding affordable housing, ensure that there is infrastructure to support more density in the neighborhoods being impacted.

Show virtually how this type of housing can be obtained by demonstrating the steps to follow from start to end.

I'm concerned that policies targeting specific genders or races may inadvertently create reverse discrimination against groups not included in those protections. For instance, what happens when a lower-income individual from an excluded group is passed over in favor of a higher-income person from a protected category? This could undermine the program's credibility and foster resentment within communities that feel overlooked.

We need more housing for all kinds of families creating mixed neighborhoods. We should avoid creating neighborhoods for just one kind of economic class. Avoid situations where the wealthy live in neighborhood A, while the working classes live in neighborhood B with segregated schools. I would like to see neighborhoods created with more density and more walkability and homes of all value types. Density would also make public transit more feasible. Transit is hard to plan and afford in an area that is too sparsely populated or unwalkable. However, people will always need cars, as transit may get you to work but not necessarily to your store or your pediatrician. So, even though it's expensive, parking needs to be part of, and required together with, denser housing. Affordable housing might need to be subsidized until such time that we have made up the backlog of housing units for the population. Market rates are always too high when there is scarcity.

Reduce or remove regulations that prevent building housing and lower cost housing.

Senior housing may be an area to get emphasized. Noticing Bellevue has growing number of young families, and house prices soar. I have met seniors who consider selling their properties but also want to continue living in the familiar area. Also, I see grandparents wish to live close to their children but hard to afford housing in Bellevue.

Include more apartments with 3 bedrooms. Most apartments are studio, 1 or 2 bedrooms. 3 Bedrooms are more family friendly and can accommodate extended generation families as well as people who share apartments such as young adults, part time workers and college students.

A higher percent of low income brings crime, the apartments, Polaris, and lower income areas of Bellevue are a drain on Bellevue resources and BPD. Bellevue has become a smaller version of Seattle. Policies have ignored what's important to our city.

Remove government hurdles to maintaining and developing housing. Including taxes, building restrictions, tenant "protection" policies and lengthy government plan reviews

Helping older adults stay in their homes, by allowing them to Age-in-Place. Older adults, through their work, paying taxes, raising children, volunteer positions, etc., have helped mold Bellevue into a City people want to live in. However, it seems the City doesn't care about older adults and just wants them to give up their SFH. There is no allegiance, appreciation, or recognition that older adults built Bellevue!!!!!!!!!!

Identifying barriers that inhibit the development of affordable housing (e.g. land use policies, burdensome permitting process, requirements that drive up the cost of construction, etc.)

No

Limited affordable housing should first go to American citizens, then to permanent residents and then to temporary legal immigrants. None should go to people with criminal records and illegal immigrants.

Dear Councilmembers,

We commend the City of Bellevue for its leadership in addressing housing affordability and equity. As you advance efforts to build and preserve 5,700 affordable housing units over the next decade, we urge the Council to pair these investments with strong workforce standards that benefit both residents and the local economy.

Why Apprenticeship Utilization Matters

Pathways to Family-Wage Careers: Requiring apprenticeship participation ensures that construction projects create opportunities for Bellevue residents to enter skilled trades and earn sustainable wages.

Workforce Development: Apprenticeships build a pipeline of qualified workers, supporting long-term housing goals and reducing future labor shortages.

Equity in Employment: Structured apprenticeship programs promote diversity and inclusion, opening doors for women, veterans, and underrepresented communities.

Labor Standards for Quality and Accountability

Prevailing Wage Requirements: Guarantee fair compensation for workers, preventing wage suppression and ensuring high-quality construction.

Safety and Training: Enforce robust safety standards and training requirements to protect workers and maintain project integrity.

Local Hiring Incentives: Encourage contractors to prioritize local workers, keeping economic benefits within Bellevue.

Aligning Housing and Workforce Goals

Affordable housing should not only provide shelter—it should also strengthen the community. By requiring apprenticeship utilization and labor standards on publicly funded or incentivized projects, Bellevue can:

- Deliver housing that is affordable, durable, and built to high standards.
- Create economic mobility for residents through skilled career pathways.
- Ensure public investments generate long-term community benefits.

We respectfully request the Council’s support in adopting policies that make apprenticeship utilization and labor standards a core component of Bellevue’s affordable housing strategy. Together, we can build housing that is not only affordable but also equitable and economically empowering.

Sincerely,
[redacted]

Western States Regional Council of Carpenters

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.....
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.....

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- 1) I strongly support incentivizing home ownership at a variety of income levels, as this encourages people to feel invested in their communities.
 - 2) While I support the idea of people living near their work, it is also important to realize there are many other factors at play. Jobs change, couples make decisions based on both jobs, some people are happy commute 45+ minutes for that bigger but more affordable ‘trophy house’, etc.
-

Don't spread homeless population into neighborhoods.

Rather than spending money building affordable housing, a more fruitful approach would be for the city of Bellevue to get out of the way by liberalizing zoning. Affordable housing is solving a problem caused by Bellevue's restrictive zoning and the last election demonstrated that voters want better property rights.

How about safety of the neighborhood?

My hope is that you take care of the Seniors and veterans and low-income families with children who are already living here to get the help they need. Secondly, take care of Bellevue residents, and their concerns. I don't agree with adding additional homeless people with drug addictions and serious mental health problems here. They have different needs with comprehensive services and will need extensive, expensive support. They are frequently those with serious, mental health problems and higher risk for violent behaviors and committing crimes. I disagree with the social engineering of surveys, using the 2044 Strategy Team, Complete Streets, Eastside for All, Futurewise, King County Housing Consortium, the PLUSH Committee, FUSE WA, Eastside Progress Alliance, Eastside Urbanism--affordable housing organizations and Progressive groups to push their agenda over Bellevue residents.

Make parking for personal cars a necessary part of any housing development. Even near buses and transit stations. Cars are an economic necessity for the majority of people living in Bellevue. Stop destroying single family zones with multifamily homes. Concentration of new homes should get into growth areas of Bellevue. Stop the creation of housing in single family zones.

Follow the work of the TAG and the Affordable Housing chapter of the Wilburton CAC.

Making sure you respect the existing residents' needs while integrating more affordable housing options.

The new efforts with Plymouth Crossing and Porchlight have resulted in more crime and a lowered stand or living for neighboring communities.

Please do NOT continue down this slope!

Make it affordable!

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Set up programs to buy small (900 sq ft) houses and offer them to people to buy. I am sick of mega mansions. Programs like this have existed in other cities. Low, low interest rates, city cover the down payment and recoup it when they sell. Use parking lots and areas around schools and parks to build low-income housing. Make the Bellevue school district sell land to multi-tenant developers with a variety of housing. Start thinking outside the box instead of building stupid parks over the freeway.
.....

Volume, volume, volume. The more housing you can put into the market, the more competition there will be which will bring pricing down. The faster you can get units to market, the quicker we can start solving the problem. Southern markets like Kent have entitlement/permitting timelines of 12 months or less. Imagine how much capital would flock to Bellevue if the entitlement/permitting timeframes weren’t 30 months or more.
.....

Encouraging the production of all types of housing. Lack of housing availability is the single largest driver of the current housing affordability crisis. More housing will lower housing costs, allowing more people to live in opportunity-rich places. Reducing the barriers to housing development is critical (zoning restrictions, permitting hurdles, bureaucratic timelines, etc.).
.....

I think you should try to keep apartments and multi-family houses very close to mass transit, and/or immediately adjacent to areas that already have such multi-family housing, rather than spreading them out into single family residential areas, which already have too much traffic and not enough safe parking -- parking which does not block fire trucks, ambulances, and other emergency vehicles. I don't want to die because help cannot get through to my house!

.....
public transportation options near homes
.....

Stop spending tax money in the private sector. How about just getting out of the way
.....

I am unable to select my 1-5 priorities.
.....

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Building more housing for minimum wage and near minimum wage workers (20-30% AMI)
.....

Spread them throughout the city, currently affordable housing is concentrated in east Bellevue near crossroads with multiple sites right next to each other. It would be good to spread them throughout, especially in west and south Bellevue

.....
To make sure NOT creating affordable area and expensive/luxury area separate. For now, inside Bellevue dividing with wealthy area (downtown) and not (Factoria, Eastgate) is obviously designed by the city, that's not good.
.....

More worker housing - not low income. With more mass transit, living here is a privilege not a right.

.....
Every highly impacted section 8 complex brings endless crime. Get people opportunity but not handouts.
.....

Bellevue does not need affordable housing. There is plenty of affordable housing in neighboring communities. Stop with the social engineering!!!
.....

Don't confuse "housing" for "services" that have the effect — whether intentional or not— of importing Seattle's problems to Bellevue. Those are negative opportunity costs. Stop shoving negative-impact services like that Plymouth Crossing low-barrier mess into South Bellevue. The actual apartment building near it — housing with amenities — seems excellent for working families.
.....

Start deregulating. Allow developers to start having the ability to make new complexes so they can drastically increase supply. That will naturally lower the demand once they start getting filled therefore will lower prices. If we just keep making buildings based on income we trap people from ever wanting to make more money and get out of the lower income brackets. It doesn't entice people to pursue higher careers.
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- Avoid outcomes based on race or gender rather focus on equal opportunity. We do not need to make race or gender-based decisions that bias one group or another. Equality of outcomes is a terrible idea. Equality of opportunity should be the guiding principle.
-
- Must be sustainable
-
- Denser housing belongs near transit. Cramming new housing into neighborhoods that do not and cannot have access to frequent, reliable mass transit will wreck those neighborhoods.
-
- Keeping density in the Multiuse zones near transit
-
- Focus on adding homes relative to the % the population we have now
-
- Focus on helping communities understand their desires and needs
-
- Ensure affordability for people that currently live in Bellevue, especially those being forced out of their homes due to increasing utility and tax costs.
-
- See that the citizens of Bellevue are not taxed to subsidize these endeavors.
-

Just because you want to live in Bellevue does not mean you can. I own a house in Bellevue for over 30 years, when we bought, we had worked, worked, worked and saved after collage so that we could. It took all our money to pay mortgage and raise kids, few vacations or luxuries. Why cant other people? Maybe they cant live in Bellevue.

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Sincerely,

[redacted]

Western States Regional Council of Carpenters

If you can, try to let the market do the work, using policies stir the market. Direct policies and programs are not sustainable and usually have unintended side effects.

More, more, more housing! Large family units. Long term affordability

SAFETY

I would prefer quantitative scores to these factors, as they're all important and the degrees of separation are incredibly small. If I could score the above, I would say more specifically affordable units is 100, more market rate units is 99.5, making more types of housing is 99, no different outcomes is 98.5, keeping people in neighborhoods is 98. We need to be doing anything and everything all at once, second best time is now etc.

Making sure land use policies do not inadvertently discourage or limit housing production.

Most of the city has a very car-dependent design, and owning a car is getting very expensive (insurance, fuel, maintenance, parking, tabs, etc.). We need more flexible (mixed-use) zoning, bus lanes, protected bike lanes, and pedestrian-first design instead of car-first design. Housing cannot be affordable if it requires an unaffordable mode of transportation.

Make sure existing housing is not left empty or used for short-term rentals.

Some consideration for real estate taxes when people no longer have income.

Make sure senior citizens can stay in their homes by reducing taxes on their homes. Taxes on homeowners are getting way too expensive. Bellevue should care that senior citizens can afford to stay in their homes. The recent increase of 1% taxation on homeowners in Bellevue is not appropriate if you want seniors to stay in their homes. Stop taxing us and start making reductions of staff, programs and unnecessary expenses.

Deem historic restrictions on title racist and therefore inapplicable.

Get away from transitional or preservation housing.

Making accessible housing in regard to DADU's and ADU's with permitting processes being easier to understand and more convenient.

Leave neighborhoods alone. Do NOT allow lock-off rentals. And do not allow lots to be cut up into multiple residential units. Even though you passed these uses, you will ruin Bellevue's livability with over-crowded streets from renter cars and lack of community unity with random renters in large houses. BY the way - the ranking I put for question above is WRONG. Your survey won't let me change the order. SLOW DOWN the growth!!!

It should be near transit centers. It should be multifamily to the extent possible

Urban density and urban sprawl lower the quality of life for families and retired people. Avoid urban density policies which will degrade neighborhoods and turn Bellevue into a smaller version of Seattle.

Having the Planning Department speed up its processes. We have just replaced two modulares (both smaller than the original modulares), and it took 25 months for them to finally be put in place. For that reason, even though we have 1.6 acres in Bellevue that is vacant, I refuse to even begin to think about affordable housing. (our site is prime)

Don't build homeless men's shelters near it. Porchlight and Plymouth Crossing in Factoria a prime example of what not to bring to the neighborhood. We are hoping that all of the bad activities that are happening continuously will be shut down and moved to a different location. These facilities make the community unsafe and unpredictable.

Ensuring the voices of those who are actual residents of Bellevue (i.e., taxpayers) are heard.

No more homeless shelters and remove existing homeless shelters near schools or other housing units

Property taxes should have some kind of maximum instead of raising 400% in 5 years. Allow days and senior pods on housing lots

Encourage developers to build more 3-bedroom apartments.

I'd be thrilled if I got as many surveys on funding our schools, shutting down Plymouth, cleaning up all the graffiti as I did on affordable housing. Seniors should be protected from all these crazy taxes because they have fixed incomes and while reasonably priced housing is important, it's not the silver bullet politicians make it out to be. Expand your solutions for the problems at hand in Bellevue please.

Try to preserve some of the older homes,

Make it affordable for single people not working in hi-tech, elderly people, families. Not everyone works at Microsoft!!!

I think politicians are overly focused on affordable housing as some magic bullet solution. How about some surveys on appropriately funding schools, cleaning up graffiti, stopping drag racing on lake hills connector, adding a sobriety component to Plymouth, etc. Seniors should be protected from all these crazy taxes because they're on a fixed income. Owning a home doesn't make you wealthy but that's the first place that's taxed - very unfair.

Housing should be compatible and harmonious with the existing neighborhood.

Build more of everything! That is the most efficient way to lower housing costs for all

This is hard and important work. Thank you for doing it. I feel we should remove parking requirements for businesses within a mile of a light rail spot and fill those parking lots with things including different kinds of housing.

I do not think city should build low-income housing using our taxes. People who cannot afford to live in Bellevue should move to areas where they can afford.

I think this is excellent as a plan. I worked as a shelter advocate for Mary's place shelters for 4.5 years and I strongly believe everyone has a right to have a home that is affordable. Inflation and property

managers' greed in rising rental costs has made it basically led to no middle class just low to high and it's not working out well for parents or single parent households. Disabled or people retired.

Housing of all types and levels of affordability

Target audiences - if families, then proximity to schools.

Bellevue School District does not provide yellow school buses for high school age kids and they have to take transit.

You're really not taking the 60-80% people into account at all, that's going to be people like nurses etc. who then still can only afford a micro studio. I'd like some focus on that too

Parking minimums greatly increase the cost of housing development. The cost of subsidizing parking is easier to amortize with a luxury building. Kevin Wallace was able to make a "workforce housing" building pencil out downtown only because he got a required parking variance. We built a train. We have a few half-hearted attempts at bike infrastructure. Don't assume that everyone needs a car.

Making sure to keep neighborhoods as they are and not force them to extend high rises in right next to homes.

supplementing landlords that provide housing below mean average. so give them a check to lower rents.

Lower impact fees (no impact fees for affordable housing)

Increase density

Cut red tape for approval times

Reduce / re-work tree preservation code to provide more developable area and increase density

Please focus on promoting mixed use developments. Affordable housing doesn't mean very much if all your other expenses are still unaffordable. Mixed use provides nearby alternatives which save time and money.

Funding should not come from higher taxes or cost to the citizens of Bellevue.

Just because people want to live in Bellevue does not mean they can, I may want to live in downtown Manhattan but can't afford to.

When we bought our house in Bellevue over 30 years ago we worked, worked, worked and saved after collage to afford a down payment. Even then, we struggled to make payments raising our kids. No real vacations, or eating out we had worn out furniture and used any extra money for house improvements with sweat equity. Just because you want something does not mean you can have it.

High quality homes or apartments that are not just cheap. High energy bills are bad for people with limited resources. Unhealthy housing is bad for anyone.

Make public transit accessible and streets safe for pedestrians and bikes near residents

Despite what the internet viral people say, I think Porchlight and Plymouth Crossing in Eastgate are great ideas and need something more in different parts of Bellevue to ensure that these people aren't just in the streets, especially those who are disabled.

Accessibility. Especially for low-income families & individuals, disabled, senior housing. Walkability, access to public transportation, parks & playgrounds that are well appointed and maintained, 3rd spaces for community (i.e.: community center, on-site community rooms, libraries with meeting rooms & events), and amenities (grocery stores, childcare, urgent care/medical clinics, pharmacies).

traffic density.

#5 is the only effective solution to relative housing affordability. Get rid of your onerous regulations and allow builders to build with minimal fees.

Lower the Utilities costs, water and sewer especially, which seem much higher than surrounding cities. Lobby the state to expand programs for solar, wind and geothermal in neighborhoods.

It seems like the city (and WA state) overcomplicate this issue. It's supply and demand. We just need to build more housing, period. There really isn't any reason to shoehorn houses one at a time into existing neighborhoods (though I think that's fine). To really make a dent we need to create conditions for developers to build high rises with hundreds of units. It seems crazy to me that the city puts so much emphasis on onesy twosey DADUs and ADUs when hundreds of units can be added at a time through creating conditions favorable to high rises.

Bellevue needs to build more housing, especially for low-income seniors, people with disabilities. During our working years in the 1960, 1970 and 1980 most of us worked long hours and were paid very low wages. We earned barely enough to make ends meet. So now we seniors receiving Social Security cannot keep up with the high cost of just to keep a roof over our heads. It is so sad and heartbreaking!

Removing people hanging out and not going to work, addicted, mentally ill with shopping carts, criminal and/or unhoused people from our Library, streets, in front of stores, inside our stores and businesses, sidewalks, parks, etc. at all times. I would like to enjoy our city/neighborhood without all of the above through prevention rather than reaction. I would like to see a program that helps these people get well and back in their feet to be able to contribute to themselves and our community with a limit and alternative community service program.

Greater Property tax reduction for seniors

Yeah get rid of the drug dens in Eastgate and Overlake

As a case manager for housing, I find it very difficult for single individuals to find affordable housing. They typically don't qualify for most housing programs and don't meet the requirements of making 3x the rent to rent from an apartment complex even if the monthly rent is affordable

None of the above! What a joke! We don't have infrastructure! Growth needs to go elsewhere!

All developers should be required to build a percentage of permanently affordable housing

With the current political situation, immigrants are more at risk of being taken advantage of and are not reporting unjust practices.

What policies do you have in place regarding landlord reporting practices to ICE? Unfortunately, American citizens who fit a profile are being caught up in the fray.

Affordable housing should be built near services like transit, schools, shops, and workplaces. For example, location of Polaris in Eastgate is very bad. It should be downtown!

Just because a household needs and qualifies for lower-than-market-rate housing shouldn't mean that they have to settle for living in a rented apartment in a multi-family block. The dichotomy of either massive single-family owned mansions or rented multi-household blocks seems to be expanding at a breath-taking and alarming speed. What once was a last hold-out of affordable single-family homes, Eastgate is quickly catching up with other rich neighborhoods. It is almost as though there is a plan to gentrify Bellevue--outside of the apartment districts. This is a hollowing-out of the middle class. That's what we are seeing. We understand it is perfectly legal. It is just disheartening. We have been following this city planning process for several years. It seems that the city can only make it easier to get permits to try for "alternatives." We're not seeing those actually being built. Not that I would wish to see an apartment block go up next door to my home in this single-family neighborhood! Thanks for trying to encourage alternatives....

I am tired of seeing so many small homes torn down and mega-mansions built in their place. And then we hear that there are no starter homes available. When is this going to stop?

Bold collaboration as a model of attainable housing. Read the Transmittal Letter of the TAG to Council.

Allowing homeowners to build on their properties like DADUs. Adding more affordable housing in city hubs while also considering traffic impact

중간소득 가구에 대한 대책을 세워주셨으면 합니다.

Build housing that is geared for people who do important work, such as teaching, nursing, and garbage collection, but aren't paid particularly well.

The City should not be involved in support programs that make people dependent on the program. These programs often trap people into keeping their income and future back to maintain qualification of lower income.

Please base your policies on basic economic principles rather than market manipulation/coercion/subsidization. If you want to lower costs, you must increase supply or reduce demand. To lower the cost of housing in Bellevue you must either increase the supply of housing or lower demand. More units is the solution plain and simple. Your other priorities ("different household types", "programs" to help, "units specifically available for households", "not have different outcomes") are all market manipulation/coercion/subsidization ideas that are not based on supply and demand. You will ruin our city's economy if you try to manipulate/coerce/subsidize housing. My priority is encouraging development by reducing red tape, lowering fees and removing restrictions. It sounds like you are headed in the opposite direction which will lead to your doom. Allow builders to build to meet demand. Increase density especially near mass transit (train). Allow developers to build up (more floors).

If you live or have searched for housing in Bellevue, have you experienced the following housing issues in Bellevue?

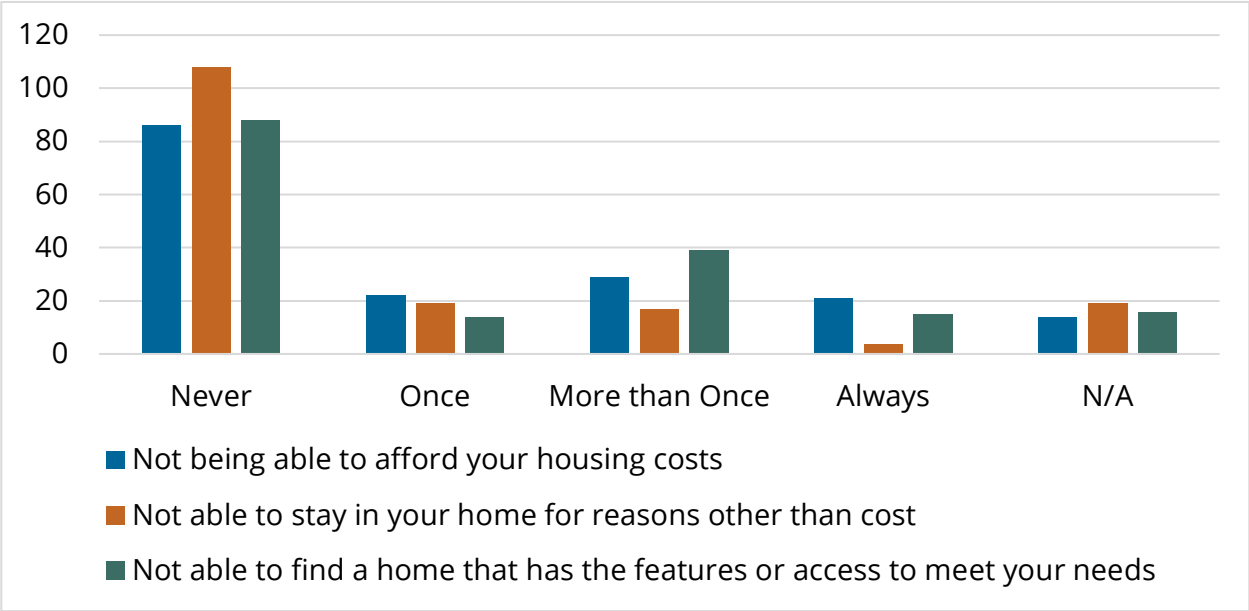


Figure 4: Experiences of Housing Issues, Public Survey Responses Dec 2025

What outcome of the AHS is most important to you?

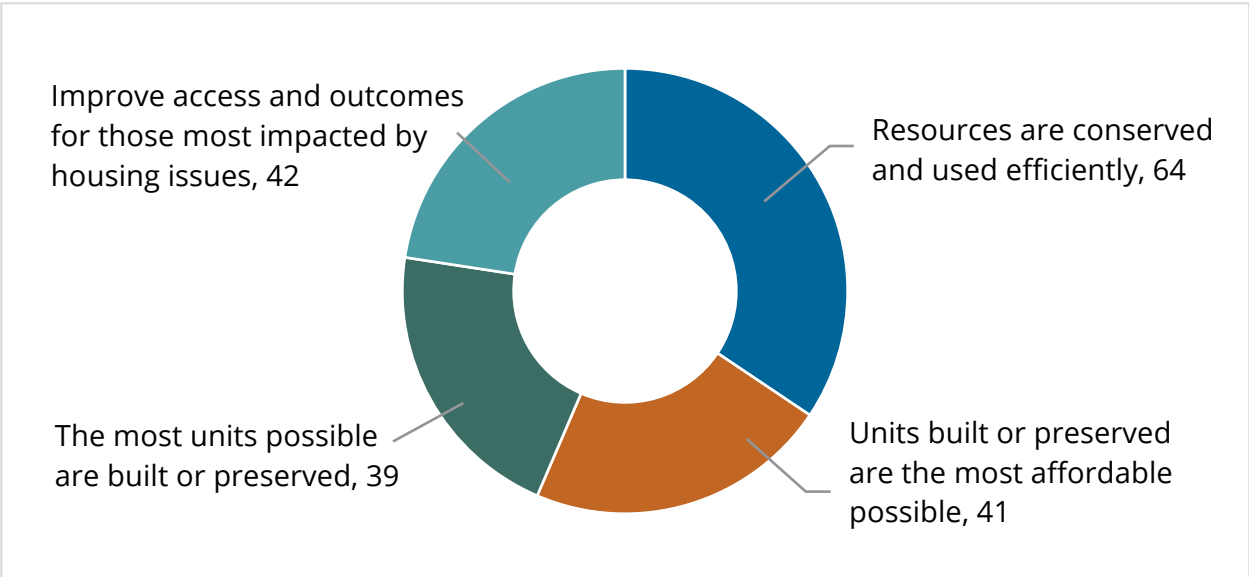


Figure 5: Most Important Strategy Outcome, Public Survey Responses Dec. 2025

After reading the strategies, do you have any concerns, questions, or feedback on the proposed strategies?

Have a nonprofit place that can look at individual person’s needs and help them get into a respectable place. Not just a place you shove everyone with homelessness into one place.

27 strategies?!!? In this and in other initiatives/projects, I feel that Bellevue is trying, in its policies, to be everything to everyone. Well, you can’t achieve this. So why are we always trying to do this? How would anyone who reads the AHS Draft Strategies List know what the city REALLY wants to do? You cannot do 27 things at once. EVER. Choose ONE or TWO key areas to focus on in affordable housing and figure out how to get those done. Oh, and make sure that you choose your key areas that are actually able to be realized! Oh, and don’t come up with so many giveaways (excuse me, these are called “flexibility”) that we lose even more beloved old trees, that developments will NEVER have adequate on-site parking spaces (of course lower income folks have cars and need a convenient place to park THEM), etc. I could go on and on.

There are too many potential strategies for me to provide a concern or feedback in this survey. Personally, just to stay in our home and pay the ever increasing bills (property taxes, insurance, energy, water, gasoline at the pump, etc.) we have to continually make choices and put off what we would like to do to stay in our home. We cannot afford to move, unless we move out of state, so the various strategies need to keep in mind the strain on current residents and to not add to our burden.

HE.2 Seems like a crucial step in ensuring that these resources go to those who would benefit the most. I was especially impressed by the AH section’s efficiency in protecting and bolstering existing housing.

The strategy has to aim at creating affordable units that people can buy and not just rent.

SD1 to SD3. Many residents live and want to live in lower density subdivisions that have been in Bellevue for decades. This strategy wants to take that away by introducing higher density everywhere, without controls on design, CC&R’s, parking, etc. If higher density is allowed in an area, the City needs to administer and control it, especially architecturally, so that it does not detract from the neighborhood. I think that this is one of the primary reasons that many residents are very wary and unsupportive of the Middle Housing Strategies.

AH.8 Reduce costs and timelines for affordable housing: Streamline permitting, expand fee waivers, exempt projects from review, and provide technical support to lower development costs and improve development timelines for affordable projects. HS.2 Increase access to pathways into the affordable housing system: Improve navigation, expand voucher access, streamline applications, and support community-based housing navigation pathways. AHS.3 Strengthen partnership within the affordable housing system: Build strategic partnerships with providers, developers, philanthropy, and financial institutions to expand housing solutions. Bizdiversity, LLC would like to collaborate with your department on the above strategies

Regarding SD1, I recommend the following addition if you have the opportunity to refine the policy. Actionable Idea: Launch a pilot program that incentivizes homeowners to contribute their lots for multi-unit or stacked-flat housing development. In exchange for their land, participating homeowners would receive guaranteed tenancy or ownership of a unit within the new complex, especially when at least one unit is designated for low-income households.

Additionally, you'll need measurable benchmarks to assess whether these goals are being successfully achieved.

Those are lots of good strategies, but perhaps too many. Sometimes it could be easier to focus on fewer and get those done than have too many that go nowhere. I endorse the UN2 strategy of support for more family sized affordable housing. You could build more "closets" and say your ratio of affordable housing has increased, but only a single person can live there. We need homes for hard-working families. Housing stability stands out to me as another big strategy to prioritize. We likely need more subsidies for people to afford to live here or to stay in their homes when they have hit a rough patch, at least until such time that we have created more affordable units that are within their reach.

Housing is expensive because it is hard or expensive to build so removing the government created obstacles should be job number one.

I wish to see more details.

Try to preserve or build single family residences that are affordable for families. Discourage the building of mega homes.

Any strategy that makes participants dependent on the government for their housing will be a failure. Including strategies that provide benefits based on income. Bureaucracy, fraud and policy will siphon off resources making the programs ineffective and irrelevant. City planners often feel they can make a difference, but most often make things worse. Strategies that encourage development of housing by reducing government interference should be part of this program. I don't need to read the document to know that strategy isn't being submitted for comments.

We know the need is greatest for those at the lowest income levels. Unless something drastically changes, we will not be able to help produce the number of housing units needed -- particularly at the lowest levels of affordability. I would like to see clear communication about the expected outcomes and if we have any kind of strategy to increase production of housing for those that are the most vulnerable in our community.

Keep government from trying to control outcomes. It's not a good idea and has not worked.

Dear Councilmembers,

We commend the City of Bellevue for its leadership in addressing housing affordability and equity. As you advance efforts to build and preserve 5,700 affordable housing units over the next decade, we urge the Council to pair these investments with strong workforce standards that benefit both residents and the local economy.

Why Apprenticeship Utilization Matters

Pathways to Family-Wage Careers: Requiring apprenticeship participation ensures that construction projects create opportunities for Bellevue residents to enter skilled trades and earn sustainable wages.

Workforce Development: Apprenticeships build a pipeline of qualified workers, supporting long-term housing goals and reducing future labor shortages.

Equity in Employment: Structured apprenticeship programs promote diversity and inclusion, opening doors for women, veterans, and underrepresented communities.

Labor Standards for Quality and Accountability

Prevailing Wage Requirements: Guarantee fair compensation for workers, preventing wage suppression and ensuring high-quality construction.

Safety and Training: Enforce robust safety standards and training requirements to protect workers and maintain project integrity.

Local Hiring Incentives: Encourage contractors to prioritize local workers, keeping economic benefits within Bellevue.

Aligning Housing and Workforce Goals

Affordable housing should not only provide shelter—it should also strengthen the community. By requiring apprenticeship utilization and labor standards on publicly funded or incentivized projects, Bellevue can:

- Deliver housing that is affordable, durable, and built to high standards.
- Create economic mobility for residents through skilled career pathways.
- Ensure public investments generate long-term community benefits.

We respectfully request the Council’s support in adopting policies that make apprenticeship utilization and labor standards a core component of Bellevue’s affordable housing strategy. Together, we can build housing that is not only affordable but also equitable and economically empowering.

Sincerely,

[redacted]

Western States Regional Council of Carpenters

.....
I’m assuming breaking rental monopoly-promoting products is out of scope.
.....

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.....
I am concerned about this: Encourage smaller and more homes in low-density residential areas. This will destroy the mature communities. Don't do it!
.....

.....
Mostly the wrong direction. Don't fix zoning for affordable housing. Fix zoning for everything! When cities build affordable housing, it tends to be more expensive to build than market-rate housing. Better to get out of the way to liberalize zoning. Austin rents have gone down 19 straight months (17% total) despite their population increasing far faster than Bellevue's because their state won't let them have zoning. Why spend money when you can simply get out of the way? <https://www.texastribune.org/2025/01/22/austin-texas-rents-falling/>
.....

.....
Yes. This strategy will cost taxpayers a lot of money and will require additional costs. King County has squandered literally billions for nearly a decade while supporting programs that have worsened the quality of life for the general public. These types of housing are competing with those people who are retired--Seniors, veterans, the unemployed--normal people.
.....

.....
I do NOT support a rental housing registration program or making it harder for landlords to evict tenants that do not pay their rent. The onus of supporting tenants should NOT fall on landlords. Landlords, particularly ones that might only own one or two rentals, do not have the capacity to financially support tenants. And they should not be penalized for trying to keep their rental a viable business for them.
.....

.....
I do not agree with this approach. I bought in Bellevue 30 years ago thinking it was an upper middle class community. I am dismayed at what has happened to it and am considering moving to a place that has similar values.
.....

.....
Don't force low-income housing down residents' throats like has happened with the shelter in Eastgate or the rapid destruction of the city's tree canopy to developers who tear down lower priced homes, rape the landscape leaving no greenery behind and then build a \$4M home that is built out to the maximum footprint allowed. Who will live in these monstrosities once they are no longer desirable or necessary?
.....

.....
YES. I want density in the RICH neighborhoods and not JUST near light rail. Somerset, Enetai, Bridle Trails etc. should bear at LEAST 25% more density. Buy their nice houses and put up a 6 plex. Make a 5,000 sq

ft home a 4 plex. You can add buses and transportation, but I am sick of the rich getting big houses and jamming density into Lake Hills, while Bridle Trails has horse farms and trees.

.....

AH.4/AH.5/AH.6/AH.8: These policies seem to address the volume issue. Getting units on the market quicker will help alleviate housing pricing stress. The laws of supply and demand show that if there is more supply, pricing will naturally decrease. And if you can streamline permitting and reduce permitting and other superfluous costs (like outrageous inspection and traffic control expenses), then more developers will be able to finance projects. Currently capital doesn't like the long permitting timelines in Bellevue. And please remember that in Bellevue, market rate housing IS affordable housing when you're talking about a median single family home price of \$1.9 million... AH.10: I am not sure why monitoring affordable housing units is relevant to the goal of getting more units on the market. This seems like cumbersome oversight. Professional management companies will not let their unit maintenance be deferred and do not treat affordable units differently. So, this seems like not the best use of resources. Housing Equity: Similar to my response on AH.10, how does this "strategy" increase the goal to increase the number of units? Are there really that many bad apples that warrant this kind of oversight? It seems like resources could be better used to help expedite permits. Housing for Unique needs: UN.1 Developers already meet fair housing. Developers have tried to offer more affordable/ARCH ADA units and ARCH will not let them make all the ADA units affordable. UN.2: I would support reducing the number of affordable units required if more family sized units are provided (i.e. a disproportionate unit mix that leans more towards 2 bedroom and 3 bedroom units, in exchange for few affordable units) Housing Stability: if this is a goal, you should offer an MFTE extension so these renters are not displaced from existing MFTE units.

.....

I do not support the following strategies, which I view as "stealing" quality neighborhoods from existing homeowners -- who have paid to live in quality neighborhoods -- in order to line the pockets of real estate developers, who want to build condos and apartments in neighborhoods which have always been zoned and "promised" to be single family residential. These "strategies" rip off existing homeowners for the benefit of real estate developers: AH.2, AH.4, AH.8, AH.10, AH.11, SD.1.

.....

The outline strategies seem very comprehensive. To Foster engagement in the affordable housing programs being offered by the city of Bellevue, I recommend implementing an outreach program that works with local low wage/entry level businesses (e.g. food service, retail, etc.) to collect data about affordability issues and share information about support programs with people who work in Bellevue but cannot afford to live in Bellevue.

.....

I also recommend conducting surveys related to commuting, collect data about how far workers are traveling, what modes of transport are they using, what percentage of workers work in the city but do not live here, and what percentage of those people are doing so purely for affordability reasons (as opposed to personal preferences).

.....

Spread them throughout the city, currently affordable housing is concentrated in east Bellevue neat crossroads with multiple sites right next to each other. It would be good to spread them throughout, especially in west and south Bellevue

.....

To make sure NOT separating affordable area and wealthy area. Inside Bellevue dividing luxury area (downtown) and not (Factoria, Eastgate) is getting obvious because the city put every affordability-related plan on south Bellevue. This is not a good solution for diverse community. If there's necessity for affordable housing, it should be well mixed over the city to balance.

.....

Stop with this nonsense. Bellevue does not need more housing, affordable or otherwise. It's already too crowded. Enough with this.

.....

Creating affordable housing based on income is a losing strategy because they will be trapped or incentivized to keep that affordable housing because increasing their income will never afford them anything better than what they receive by getting into the system. It will be abused. It is better to create more affordable options by incentivizing more and multiple housing options. This may include building higher, allowing different kinds of housing despite the potential "change" to neighborhoods.

.....

AH.2 What are the costs here?

AH.4 What are you willing to sacrifice for this? Be transparent.

AH.5 How will you ensure that housing near TOD does not increase traffic (in other words, ensure desired outcome of TOD).

AH.7 How will new funding sources prevent additional cost burdens of those living in Bellevue? What happens if actions here force people to leave Bellevue due to new financial burdens?

AH.8 Analyze what these policies/permits were originally intended to do. Will we have the same outcomes with increased expediency?

AH.10 Measure the # of affordable units. Do not simply use amount of new housing (irrespective of cost) as this is not indicative of affordable housing.

HE.2 What are the current inequities we need to address? Be specific and specify areas.

HE.4 Define "most affected." Is this based on those most unlikely to acquire housing? Or those that have the most challenge to acquiring housing (even if they are ultimately successful)? Or something else?

UN.2 Do families need larger units? How large? What is the rationale here? Are you specifically prioritizing larger units vs. housing more families in smaller units (given limited resources)?

HS.1 How tenants impacted now? What is the landlord action or situation that causes eviction?

HS.4 What problem exists now? Why is oversight needed? How is housing unhealthy, unsafe, and unfair now? Present data.

SD.1 Are you going above state mandated density requirements?

SD.2 Are you willing to compromise health or safety to accomplish this?

SD.3 What is the problem with CC&Rs that you are trying to address?

AHS.1 Is it OK to displace existing Bellevue residents to increase revenue for affordable housing if the net number of new housing (or residents) increase?

.....

I have concerns on HS 4. I think the city should encourage more rentals and rental varieties so the abundance of supply will help to regulate the price of demands. Emphasizing regulation and oversight even for right reasons can prevent people making extra resources available for other people.

.....

Subsidy, subsidy, subsidy. We need public dollars for public goods and affordable housing is a public good. Nobody in Bellevue is talking about business taxes or high earner income taxes, and we need to be

talking about them. Companies have brought a lot of prosperity but also a lot of growing pains and they should pay their fair share.

AH.9 - How would that be implemented? The other strategies seem within the scope of what the City can deliver on, except for AH.9.

HS.1 - Make sure that the policies do not create conditions that make owning and operating affordable housing more challenging. For example, many landlords are selling their portfolios in Seattle, and that in turn, will hurt renters.

HS.4 - How would the City actually administer this program? Seems like it would be a resource intensive endeavor that does not yield clear KPIs.

To me, the most important section is “Housing Supply and Diversity” because that’s the only pathway to lower prices for the vast majority of people (income-restricted will account for at-most 10% of units, so it doesn’t help 90% of people). I feel like this area just needs more emphasis and more specific plans. How are we going to generate more large multi-family projects? We need to use both carrots and sticks. We need to reduce restrictions (FAR, height, parking ratio), reduce requirements (such as street development), increase incentives (MFTE or other tax breaks), and use something like a unused-land-value tax or surface-parking tax to actively push development in under-utilized spaces, particularly near transit. SD.1, SD.2, and SD.3 are fine strategies, but I think we need SD.4, 5, 6, 7, 8, 9, and 10!

AH.1 Should be “acquire and maintain”. Newly acquired properties shouldn’t jump to the front of the line for renovation if there are existing properties in the portfolio that need renovation more. We should try to keep families in these acquisitions as they change ownership. AH.3 Sometimes policy means we don’t upzone land (e.g., the parcels just west of Crossroads) that have been contributing to the community by providing affordable housing up until now. If creating affordable housing means your parcel is permanently worth less for redevelopment, is there an incentive to provide it? AH.5 TOD incentives should be available to frequent transit users. If a potential resident is not a transit user, it doesn’t matter whether the affordable housing is located in a TOD area or not. Would like units near transit to be a bit larger than they might be otherwise and include avoided transportation costs in the housing budget. AH.8 mentions exempting projects from review - does that mean there’s more risk of things going wrong with the project, or that it will be built to a lower standard for these residents? If there are reviews that don’t matter, why not remove them for market rate projects too? AH.10 strongly agree with monitoring performance so the community can know how good a job we are doing at housing people in need. Missing: There are programs to improve the environmental performance of these multifamily buildings (Energize, by the King County Executive Climate Office), in ways that should improve comfort and reduce utility bills. Can we measure the performance of existing buildings in Bellevue in an apples-to-apples way that would allow us to prioritize upgrades like this for the residents who may particularly need them? Missing: Ensure that affordable housing units are used for housing people promptly and not left empty.

UN section: Ensure that there is a substance-free housing option for residents who want that, and there should be a \$/sq ft standard so you can’t just make tons of tiny units and say we’ve solved all our issues.

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.....

All these strategies sound interesting. What is the funding for these? They surely differ in the amount they cost, so that must also be a factor. Is there a budget for these?

.....

The survey was skewed so that it will reflect desire for low income, density housing. Can't get a good result with the wrong questions.

.....

HS.1 mentioned strengthening tenant protections. This need to be balanced with the responsibilities of landlords to manage their properties in a safe and secure manner.

.....

After reviewing these strategies, it is clear to me that Bellevue is on a downward trajectory towards a vastly lower quality of life for residents as a result of urban density policies which will degrade neighborhoods for families.

.....

Say no to men's homeless shelters in Bellevue, WA

.....

Looks like good strategies. One concern: Young people often need to share housing with others who can't afford to rent on their own and need to share a house or apartment. Please encourage Landlords to be flexible and accepting of these shared type of households. I needed to share a 4-bedroom flat with 3 other students in order to have housing while working a part time job and going to college. We were responsible and always paid our rent and utilities on time.

.....

For families many times new build only have 1 bathroom. There needs to be a minimum of 1.5 -2 baths for families.

First, link should open in a new tab rather than clobbering the survey tab. In Edge on Windows 11 it used the survey tab. AH.5: Light rail has helped to transform Redmond's downtown. The city has a busy, attractive, pedestrian-oriented shopping strip near the light rail station with lots of new housing and lots of small businesses that help make a community. Bellevue has built a couple three apartment buildings near 130th and the Spring District isn't quite dead yet. Redmond's growth rate, from OFM data, was 2.9%, surpassing even Seattle. Bellevue's was under 2%. What is Redmond doing right that Bellevue is not? How was Redmond able to create a community where Bellevue was only able to put up signs declaring an "Arts District"?

Affordability necessarily comes with tradeoffs. It's more important to me that there are a large variety of options so I can make those tradeoffs myself. AH.5: Proximity to transit should not be a concern for affordability. Prioritize mixed use near transit instead. UN: Please include cohousing. SD: Instead of prescribing a form factor, I think it would be better to allow a large variety of form factors for developers to choose from. SD: Mixed use. Mixed use.

Subsidized housing in any form is like it says, someone else is putting in money. I don't think it should come from the people of Bellevue.

I am 100% with AH.4 and AH.5, let's take advantage of the light rails when we spent the time and money to build them. HE.1 recurring quarterly and be available on YouTube for on-demand viewing would be great. For UN.1, some of the new proposals along Main St. near East Main street should follow this given the steep hill it is on. HS.3 if there are opportunities where Bellevue residents like me and my wife could help volunteer, would love to hear more through HE.1.

This is a bogus Bias survey! What a joke! Listen to residents that have lived here!

To receive a permit in Bellevue a developer should prove that 20% of units built in Bellevue are permanently affordable. All affordable units must be built net zero.

We must keep in mind that access to parking is a key factor. Not everyone can access public transportation to get to and from work. There seems to be an assumption that access to parking close to home is not a priority, at least for some of our new affordable housing complexes. Language/ communication is a challenge for many families with translation services unavailable. Many families will nod as if they understand but really don't. Being more intentional in providing help before things get out of hand is important. Fear (and pride) can play a factor and with language and cultural barriers that become worse. Safety net programs that are more easily accessible could play a role to address this issue.

These are great! Will be difficult to prioritize them.

Just get to it. 30 to 50%.

All I can say that you make sure that, for every affordable unit that is built, at least one secure, free parking space is provided.

I have concerns about the City drawing an artificial line on what housing and individuals get support from the City (fundamental strategy). HS-1 sounds good, except that in practice these policies weaken that housing eco system driving out mid-level housing providers, reducing B or C class housing stock and limiting private investment. These strategies in general seem to be written by staff that have no real understanding of human nature or basic economics. HS-4 would be a huge expansion of city services, and can you imagine the amount of bureaucracy and policy work involved? City funds would be largely wasted with little real positive results.

.....

I have significant problems with about 90% of the Affordable Housing Strategy document's statements and goals. As presented, this plan, for the most part, does not take basic economic principles into account. That is, it attempts to manipulate the housing market through subsidization and coercion. This is a fool's errand. Any plan must take into account the basic economic principles of supply and demand. This strategy document attempts to operate against those principles. It will fail. One example: AH.2 Acquire property to bank for affordable housing: Establish a land banking process to identify, purchase and hold properties for future affordable housing development. Pulling land out of the open market and artificially suppressing its cost (and thus value), will simply drive prices up elsewhere. This has been tried in other municipalities, and the result is near-term benefit to those who are lucky to be in those types of properties, but higher costs for those who are not. You are reducing supply! This will drive up costs! It is a huge mistake for the city to get into the business of residential real estate investment, ESPECIALLY in a way that attempts to manipulate the market. Remember, supply and demand! Another example: Housing Equity Goal: Eliminate disparate impacts in housing by race, ethnicity, status, sexual orientation, ability and income. This is the myth of equity as being just when in fact it is unjust and further unconstitutional. We will always have disparate impacts in housing across race, ethnicity, status, sexual orientation, ability and income. ESPECIALLY income. Again, you are attempting to manipulate the market through subsidization and coercion to force outcomes that you see as proper. If someone can afford housing in Bellevue, by all means, they should not be hindered by any of those attributes. This is equality. But they also should not be artificially advantaged by the city government putting its thumb on the scale. This is equity. You are using coercion to force the outcome. This is the kind of manipulation that led to the subprime meltdown of 2008. Government forced lenders to lend to people based on factors other than their financial resources and ability to pay for the housing they were purchasing. It was really no surprise when they were not able to pay! You are headed down a similar path. Those are just a couple of specific examples of the problems I have with this strategy document. I have more, and would like to discuss this further in person. My name is [redacted]. My phone number is [redacted]. My email is [redacted]. I would like information on who I can speak to about this proposal. I would like to participate in the process of forming a housing plan for our wonderful city of Bellevue that is based in economic reality.

.....

Great. +1 to more affordable housing and more types of middle housing and especially TOD. I believe that if families have trouble paying rent that they shouldn't be punished with having to maintain a car, too.

.....

The plan does not adequately address the unique needs of older adults, a large and growing demographic in Bellevue. Goal: Create more available and affordable housing for those with unique housing needs like seniors, families with children, and people with disabilities.-----The strategies accompanying this goal do not sufficiently address older adults' distinct needs, including mobility and safety challenges, health limitations, social isolation risks, and fixed-income affordability issues. Inclusive design is helpful but not enough. Older Adults need a more tailored approach to affordable living--they are not always low income, but are on a fixed income, they want to downsize comfortably,

maintain independence, and live in communities that support their physical and social needs. It requires thoughtful planning that takes into account their unique needs, such as financial stability on fixed incomes, downsizing, aging in place, and community integration. Goal: Increase the ability of low- and moderate-income households to live stably in their home and neighborhood. These strategies focus almost entirely on renters and overlook older adults—many of whom are homeowners. The plan lacks age-friendly approaches such as accessibility modifications, aging-in-place supports, help with rising property taxes and maintenance costs, and housing options integrated with health needs. Stability for older adults requires more than displacement protection; it requires affordability (older adults may not require subsidies because of assets or pensions but need affordable options because they are often priced out of the market due to high taxes or property prices), accessibility, health integration, navigation support for those who struggle with digital platforms, and safety measures tailored to aging.

I like that middle and low income is going to be in all neighborhoods

Why are you tearing down the wonderful affordable housing that was home to so many working class individuals/families to build the pinnacle project? For so many of the folks who work at QFC/ Bellevue Square/etc. that was a wonderful home. The costs they incurred to move were unbelievable and unnecessary. Maintaining and improving that existing development would have been an asset to Bellevue. It is/was a livable area community.

Strategies do not mean much unless they are plans in place to implement them. I would like to see that.

Why Apprenticeship Utilization Matters

Pathways to Family-Wage Careers: Requiring apprenticeship participation ensures that construction projects create opportunities for Bellevue residents to enter skilled trades and earn sustainable wages.

Workforce Development: Apprenticeships build a pipeline of qualified workers, supporting long-term housing goals and reducing future labor shortages.

Equity in Employment: Structured apprenticeship programs promote diversity and inclusion, opening doors for women, veterans, and underrepresented communities.

Labor Standards for Quality and Accountability

Prevailing Wage Requirements: Guarantee fair compensation for workers, preventing wage suppression and ensuring high-quality construction.

Safety and Training: Enforce robust safety standards and training requirements to protect workers and maintain project integrity.

Local Hiring Incentives: Encourage contractors to prioritize local workers, keeping economic benefits within Bellevue.

Aligning Housing and Workforce Goals

Affordable housing should not only provide shelter—it should also strengthen the community. By requiring apprenticeship utilization and labor standards on publicly funded or incentivized projects, Bellevue can:

- Deliver housing that is affordable, durable, and built to high standards.
- Create economic mobility for residents through skilled career pathways.
- Ensure public investments generate long-term community benefits.

We respectfully request the Council's support in adopting policies that make apprenticeship utilization and labor standards a core component of Bellevue's affordable housing strategy. Together, we can build housing that is not only affordable but also equitable and economically empowering.

Sincerely,

[redacted]

Western States Regional Council of Carpenters

.....
Use contractors just have apprentice utilization and putting local tradesman to work.
.....

Private properties, cars, bank savings and other investments should be considered as well as income when City provides housing to qualified families. More private properties and savings, the lower ranking of receiving housing. And City should limit the housing to current and former Bellevue residents. City should publish the selection process and policies of families who receive housing.
.....

The strategies seem well thought out. I have a concern with how they are presented. There is a tendency to use acronyms with the assumption they are understood by all readers. I have no clue what these acronyms are: TOD in AH.5, C1 in AH.6, CC&Rs in SD.3. They should be clarified!
.....

Surrey downs zoning should be increased, recently tons of very large SFMs when the neighborhood should be more like split level apartment, condo, etc.
.....

So many of these strategies call for funding and incentives, but I haven't heard any proposed sources for where it will come from. Cities have limited options, and Bellevue seems very hesitant to raise any new revenue. Other approaches are valuable and have their role to play, but the vast majority of our effort should go into increasing supply. We have to make it possible to build units that are affordable. Part of that is simplifying regulations to bring costs down and make more types of housing legal. Even then, I don't think the private market will build all of the housing we need. Government should develop housing to fill that need, separate from the profit motives and minimum returns that private developers seek. (public housing probably isn't something Bellevue will do by itself, but it should push for it)
.....

I've concerns with the amount of funding that's gonna go to monitoring and education that doesn't actually get down to the people who need it.
.....

They all seem like admirable goals and workable strategies.
.....

You do not need to obtain new revenue unless it comes from grants. The people of this city are burdened enough.
.....

Too many strategies means there's no clear strategy, too many things to spread the resource available
.....





CMO-26-70145



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Affordable Housing Action Plan (2026-2032)

The Affordable Housing Action Plan is a companion document to the Affordable Housing Strategy. The 2026-2032 Strategy reflects the affordable housing target established by City Council in 2024 and new policies adopted in the Bellevue 2044 Comprehensive Plan, which strengthened commitments to housing affordability, accessibility, and equity. The policies within the Comprehensive Plan shared the goals and high-impact strategies, ensuring that Bellevue's affordability efforts are integrated into the city's long-range growth and land use framework.

While the Strategy sets the overall direction by outlining goals and strategies to increase housing affordability, the Action Plan translates those strategies into specific actions for implementation. The Action Plan provides a table that summarizes each strategy alongside the supporting actions and implementation details, creating a clear framework for how the city will track progress, report outcomes, and adapt as needs change.

The Action Plan reflects the dual focus of making progress towards the affordable housing target and addressing other city housing priorities. Direct and Catalyst actions directly or indirectly support the production or preservation of affordable housing units to meet Bellevue's affordable housing target. Community actions have the potential to meaningfully address the housing barriers and needs of community members.

Together, these actions will ensure that Bellevue not only creates new affordable units but also creates a supportive, accessible, and stable environment in which Bellevue's current and future community members can thrive.

Definitions

Lead Department

For each action, a Lead Department or Team is identified:

- **ARCH:** A Regional Coalition for Housing
- **CD:** Community Development
- **CMO:** City Manager's Office
- **DSD:** Development Services
- **FAM:** Finance & Asset Management
- **OOH:** Office of Housing
- **PCS:** Parks & Community Services

Status

- **New:** A new initiative not currently underway or funded
- **Existing:** An existing effort to be sustained to achieve the goals
- **Expanded:** An action designed to scale an existing effort and may require additional resources

Phasing & Duration

Estimated timeframe for implementation and estimated duration of implementation.

- **Ongoing:** Ongoing or on the work plan
- **Short-term:** 1-2 years
- **Mid-term:** 3-5 years
- **Long-term:** More than 5 years

Estimated duration is identified as <12 months, 12-24 months, 24-36 months, or >36 months.

Mechanism

The tool that will be leveraged to implement the action. Mechanisms will be *Advocacy; City Policy, Process, or Strategy; Code Change & Review; Communications &*

Engagement; Funding Program; Development Incentive; Guidance, Information, and Analysis; Other Program; Partnership; Revenue & Finance.

Investment & Type

Rough order of magnitude costs to the city to implement the actions over the next seven years, which includes the current budget (2026) and the estimates of potential funding needs for the next three budget biennia.

- **N/A:** No or marginal additional cost on top of already budgeted expenditures
- **\$:** \$1-\$250,000
- **\$\$:** \$250,000-\$1,000,000
- **\$\$\$:** \$1,000,000-\$5,000,000
- **\$\$\$\$:** \$5,000,000+

For actions with an estimated investment, the type is identified as either:

- **One-Time:** A one-time investment into a specific project
- **Ongoing:** An ongoing investment in a program or other initiative

Category & Impact

Estimated impact is assessed by action category. Three categories of actions include:

- **Direct:** These strategies directly support the production or preservation of affordable housing units to meet Bellevue's affordable housing target.
- **Catalyst:** These strategies create the conditions needed to produce or preserve affordable housing and advance progress toward Bellevue's affordable housing target.
- **Community:** These strategies have the potential to meaningfully address the housing barriers and needs of community members.

Direct actions are assessed by potential to build or preserve affordable units towards affordable housing target.

- **Low:** Will result in nominal new or preserved affordable units
- **Medium:** Will increase new or preserved affordable units moderately

- **High:** Will increase new or preserved affordable units substantially

Community and catalyst actions are assessed by additional analysis and established evidence and sources, including information from the City of Bellevue, Puget Sound Regional Council (PSRC), and Municipal Research and Service Center (MRSC).

Action Plan

The action plan includes a suite of actions to achieve the goals and strategies of the Affordable Housing Strategy. The Action Plan builds on existing efforts and identifies new initiatives needed to achieve the City's affordability goals. The Action Plan is focused on actions led by the city, but many of the efforts will require partnership and engagement with community members and other partners to achieve the objectives.

Implementation of the Action Plan as a whole is coordinated by the Office of Housing, but many departments are responsible for leading or supporting implementation of individual actions. Progress will be shared through regular updates to City Council and through ongoing community engagement and communications.

Timeline of High-Priority Implementation





Affordable Housing

Goal: Increase the supply of income-restricted affordable housing in Bellevue.

Outcome Metrics

Outcome	Metric	Target
Increase housing affordable for extremely low-income households	Build or preserve units affordable under 30% AMI	2,700 affordable units between 0-30% AMI (2026-2036)
Increase housing affordable to very low-income households	Build or preserve units affordable at 30-50% AMI	1,450 affordable units between 30-50% AMI (2026-2036)
Increase housing affordable to low-income households	Build or preserve units affordable at 50-80% AMI	1,550 affordable units between 50-80% AMI (2026-2036)

Strategies & Actions

AH.1		Acquire and rehabilitate Naturally Occurring Affordable Housing (NOAH): Provide loans, funding, and proactive tools to acquire, preserve, and rehabilitate at-risk affordable homes.					
Actions		Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact
AH.1.1 *HIGH-PRIORITY ACTION*	With ARCH, create a program to provide expedited short-term loans to acquire NOAH properties for affordable housing.	OOH	New	Short-term/12-24 months	Funding Program	\$\$\$\$/Ongoing	Direct/High
AH.1.2	Support NOAH acquisitions for	OOH	New	Mid-term/12-24 months	Funding Program	\$\$\$\$/Ongoing	Direct/High

	affordable housing by providing funding for rehabilitation.						
AH.1.3	Increase the city's ability to proactively identify and preserve at-risk NOAH. Enhance access to real-time property data, build strategic relationships with property stakeholders, improve coordination among potential partners, and explore ways to track the sale of properties with affordable rents.	OOH	New	Short-term/Ongoing	Guidance, Information and Analysis	\$/Ongoing	Catalyst/Medium
Implementation Metrics		• NOAH units acquired (#) • City Dollars allocated (\$)					

AH.2	Acquire property to bank and develop for affordable housing: Establish processes to identify, purchase and hold properties for affordable housing development.						
Actions		Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact
AH.2.1	Establish a process to acquire and hold land for development of affordable housing, either through the city or another partner entity.	FAM	New	Short-term/24-36 months	City Policy, Process or Strategy	N/A	Catalyst/Medium

AH.2.2	To identify and evaluate properties suitable for land banking, use property records and monitor market opportunities for acquisitions	OOH	New	Mid-term/Ongoing	Guidance, Information and Analysis	\$/Ongoing	Catalyst/Medium
AH.2.3	Acquire suitable properties to hold in a land bank for affordable housing	OOH	New	Mid-term/Ongoing	Funding Program	\$\$\$\$/Ongoing	Direct/Medium
AH.2.4 *HIGH-PRIORITY ACTION*	Acquire properties to develop for affordable housing. Pursue interdepartmental partnerships with other property-owning departments to acquire land for colocation of housing and other city facilities.	OOH	New	Mid-term/Ongoing	Funding Program	\$\$\$\$/Ongoing	Direct/Medium
Implementation Metrics		• Acres acquired (#) • City dollars allocated (\$)					

AH.3		Assess and shore up existing affordable housing portfolio: Evaluate operations and maintenance needs of existing affordable housing and prevent loss of units through organizational partnerships and new policy.					
Actions		Lead Dept.	Status	Phasing/Dur ation	Mechanism	Investment/ Type	Impact
AH.3.1	With ARCH, assess the state of the existing affordable housing	OOH	New	Short-term/Ongoing	Guidance, Information and Analysis	N/A	Catalyst/Low

	portfolio for operational and maintenance need.						
AH.3.2	Create a program to provide funding for maintenance and operations needs of existing affordable housing	OOH	New	Long-term/12-24 months	Funding Program	\$\$\$\$/Ongoing	Direct/Medium
AH.3.3	Make funding available to rebalance and extend the affordability term of ARCH affordable homeownership homes	OOH	New	Short-term/12-24 months	Funding Program	\$\$\$/\$1x	Direct/Medium
AH.3.4	Intervene if ARCH affordable homeownership homes foreclose. Seek to provide funding quickly to acquire homes and prevent loss of affordable homeownership units.	OOH	Expanded	Short-term/Ongoing	Funding Program	\$\$/Ongoing	Direct/Low
Implementation Metrics		- Existing affordable units preserved (#) - City dollars allocated (\$)					

AH.4	Create a permissible land use code for affordable housing: Update land use code to reduce barriers, increase flexibility, and streamline development of affordable, middle, and homeless housing.						
Actions	Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact	

AH.4.1	Establish rules for the Development Services director to consider and grant waivers and exemptions for affordable housing uses.	DS	New	Short-term/12-24 months	City Policy, Process or Strategy	N/A	Direct/Medium
AH.4.2 *HIGH-PRIORITY ACTION*	Amend the homeless services land use code to identify standards for safe parking programs and to reduce barriers and increase predictability for the development of homeless services uses.	DS	Expanded	Mid-term/12-24 months	City Code Change & Review	N/A	Direct/Medium
AH.4.3	Amend the PUD code to allow for additional flexibility for affordable housing.	DS	Expanded	Ongoing/12-24 months	City Code Change & Review	N/A	Direct/Medium
AH.4.4	Implement state requirements to reduce or eliminate parking minimums for housing.	DS	New	Ongoing/12-24 months	City Code Change & Review	N/A	Direct/Medium
Implementation Metrics		Land use code amendments adopted (#)					

AH.5	Ensure affordable housing around new light rail stations: Acquire and assemble properties near transit to ensure future affordability and support equitable TOD development.						
Actions	Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact	

AH.5.1 *HIGH-PRIORITY ACTION*	In TOD areas where increased development capacity is considered, expand affordable housing through land use tools such as inclusionary housing and fee-in-lieu requirements at levels supported by economic analysis.	DS	Expanded	Mid-term/12-24 months	Development Incentive	N/A	Direct/Medium
AH.5.2	Acquire properties near proposed future light rail stations to ensure affordability in future TOD areas.	OOH	Expanded	Long-term/Ongoing	Funding Program	\$\$\$\$/Ongoing	Direct/Medium
AH.5.3	Work with Sound Transit to assemble property strategically for future TOD development	CD	Expanded	Long-term/>36 months	Partnership	\$/Ongoing	Catalyst/Medium
Implementation Metrics		- Affordable units in TOD development (#) - TOD sites acquired (#)					

AH.6	Support affordable housing development on property owned by public agencies, faith-based and non-profit housing entities: Provide incentives, funding, and pre-development support to nonprofit, public-agency, and faith communities for projects that create affordable housing.						
Actions	Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact	

AH.6.1	Fund or partner to fund pre-development costs of projects developing affordable housing on "qualifying properties."	OOH	New	Short-term/12-24 months	Funding Program	\$\$/Ongoing	Direct/Medium
AH.6.2 *HIGH-PRIORITY ACTION*	Expand incentives for affordable housing development in low density land use districts for certain properties owned by non-profit housing and public entities and to mixed-income projects that provide a majority of affordable units.	OOH	Expanded	Ongoing/24-36 months	City Code Change & Review	N/A	Direct/Medium
Implementation Metrics		- Units created (#) - City dollars allocated (\$)					

AH.7	Explore new local revenue sources and financing tools: Explore ways to get new funding through mechanisms like credit programs, partnerships, bonding, levies and state advocacy to expand affordable housing resources.						
Actions		Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact
AH.7.1	Establish a credit enhancement program to reduce the financing costs for affordable housing or encourage King County to expand its program to	OOH	New	Mid-term/24-36 months	Revenue & Finance	\$\$/1x	Direct/High

	ARCH/Bellevue funding sources.						
AH.7.2	Work with employers to fund and develop workforce affordable housing.	OOH	Expanded	Mid-term/Ongoing	Revenue & Finance	N/A	Direct/Medium
AH.7.3 *HIGH-PRIORITY ACTION*	Explore new local revenue sources for affordable housing such as levies, increment revenue, fees and bonding. Prioritize funding sources that are ongoing, predictable, and commensurate to the need. Considerations should include potential regional coordination and the needs for supportive services.	OOH	New	Short-term/24-36 months	Revenue & Finance	\$\$/1x	Direct/High
AH.7.4 *HIGH-PRIORITY ACTION*	Advocate at the state level for new local revenue tools as directed through the legislative agenda.	IGR	Existing	Ongoing/12-24 months	Advocacy	N/A	Catalyst/Medium
Implementation Metrics		- City dollars generated (\$) - City dollars leveraged to other investment (ratio)					

AH.8	Reduce costs and timelines for affordable housing: Streamline permitting, expand fee waivers, exempt projects from review, and provide technical support to lower development costs

and improve development timelines for affordable projects.							
Actions		Lead Dept.	Status	Phasing/Dur ation	Mechanism	Investment/ Type	Impact
AH.8.1	Expand resources for the affordable housing development review and inspection fee program. Modify eligibility criteria based on implementation experience.	DS	Expanded	Short-term/12-24 months	Funding Program	\$\$/Ongoing	Direct/Medium
AH.8.2	Utilize the Buildings and Clean Energy Programs manager to provide technical assistance to affordable housing developers about how to comply with new state energy audit requirements	CD	Existing	Ongoing/Ongoing	Guidance, Information and Analysis	N/A	Community/Low
AH.8.3 *HIGH-PRIORITY ACTION*	Exempt more affordable housing project from design review	DS	New	Mid-term/12-24 months	City Code Change & Review	N/A	Direct/High
AH.8.4	Continue to implement expedited permitting program and consider expanding eligibility to more affordable housing projects	DS	Expanded	Short-term/12-24 months	Other Program	\$/Ongoing	Direct/Medium

AH.8.5	Align staffing and departmental relationships to support city goals for housing production and stability	OOH	New	Ongoing/12-24 months	City Policy, Process or Strategy	N/A	Catalyst/Medium
AH.8.6 *HIGH-PRIORITY ACTION*	Identify an affordable housing liaison to shepherd affordable housing projects through Bellevue's permit and funding systems	DS	Expanded	Short-term/12-24 months	City Policy, Process or Strategy	N/A	Catalyst/Medium
Implementation Metrics		• Project receiving expedited permitting (#) • Fees waived (\$)					

AH.9	Strengthen partnership within the affordable housing system: Support partnerships and supports within and across the affordable housing system through advocacy, coordination, and working with diverse partners to support affordable housing outcomes and the workforce.						
Actions		Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact
AH.9.1	Advocate for increased wages, benefits, and professional development opportunities for social service providers supporting affordable housing and other basic needs.	IGR	New	Mid-term/Ongoing	Advocacy	N/A	Community/Medium

AH.9.2	Partner to create pathways for underrepresented communities to enter and advance in affordable housing development and finance careers.	OOH	New	Mid-term/12-24 months	Partnership	N/A	Community/Medium
AH.9.3	Create a strategic approach to partnerships for the Office of Housing that includes engaging with providers, developers, corporate philanthropy, and the financial sectors.	OOH	Expanded	Short-term/<12 months	Partnership	N/A	Catalyst/Medium
Implementation Metrics		Creation of strategic approach to partnership document (Y/N)					

AH.10		Expand and monitor affordable housing programs: Broaden existing programs into more zones, adopt tax incentives, and evaluate performance to improve program outcomes.					
Actions		Lead Dept.	Status	Phasing/Dur ation	Mechanism	Investment/ Type	Impact
AH.10.1 *HIGH- PRIORITY ACTION*	As part of any future upzoning in MDR-1, MDR-2, and future HDR zones, expand affordable housing through land use tools such as inclusionary	DS	Expanded	Ongoing/12-24 months	Developmen t Incentive	N/A	Direct/Mediu m

	housing and fee-in-lieu requirements at levels supported by economic analysis.						
AH.10.2	Monitor affordable housing programs outcomes including Fee-In-Lieu collections and on-site performance. As needed, identify updates to improve program outcomes.	OOH	Existing	Ongoing; Mid-term/Ongoing	Guidance, Information and Analysis	N/A	Catalyst/Low
AH.10.3	Adopt a sales and use tax exemption program for conversion of commercial to residential buildings that provide affordable housing.	OOH	New	Mid-term/12-24 months	Development Incentive	N/A	Direct/Medium
AH.10.4 *HIGH-PRIORITY ACTION*	Adopt a sales and use tax exemption program for utilization of vacant parking lots for affordable housing.	OOH	New	Ongoing/12-24 months	Development Incentive	N/A	Direct/High
Implementation Metrics		- New or expanded incentive programs adopted (#) - Affordable units produced from affordable housing incentive programs (#)					

AH.11	Leverage city resources for affordable housing: Prioritize surplus land, funds, and capital projects to advance affordable housing and maintain a strategic 5-year financial plan.						
Actions	Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact	

AH.11.1	Establish a framework to prioritize surplus city owned land for affordable housing, especially in proximity to transit hubs, and dispose of it at a free or reduced cost	FAM	Expanded	Ongoing/12-24 months	City Policy, Process or Strategy	N/A	Catalyst/Medium
AH.11.2	Establish a process to prioritize the co-location of affordable housing when developing new capital facilities	FAM	New	Ongoing/24-36 months	City Policy, Process or Strategy	N/A	Catalyst/Medium
AH.11.3	Prioritize use of funds collected from the sale of city-owned property for affordable housing.	FAM	New	Mid-term/12-24 months	Revenue & Finance	N/A	Direct/Medium
AH.11.4 *HIGH-PRIORITY ACTION*	Maintain a 5-year Financial Plan to strategically deploy city housing funds including the Housing Stability Program, Fee-In-Lieu, and Affordable Housing Funds.	OOH	Existing	Ongoing/Ongoing	City Policy, Process or Strategy	N/A	Catalyst/Medium
AH.11.5	Create an annual, standardized RFP process for affordable housing separate from the Housing Stability Program with clearly	OOH	Existing	Ongoing/Ongoing	City Policy, Process or Strategy	N/A	Catalyst/Medium

	defined priorities and goals						
Implementation Metrics		• Surplus city sites used for affordable housing (#) • Total city funding invested in affordable housing (\$)					



Goal: Eliminate disparate impacts in housing by race, ethnicity, status, sexual orientation, ability and income.

Outcome Metrics

Outcome	Metric	Target
Increase affordable homeownership opportunities	Build or preserve affordable homeownership units	75 affordable homeownership units (2026-2032)
Ensure affordable housing is available in every neighborhood	Each of Bellevue’s 16 neighborhoods have housing units affordable to those making <80% AMI	At least 10% affordable to those making <80% AMI

Strategies & Actions

HE.1	Community education, information, and resources: Improve communication and educational tools to build understanding, track progress, and increase housing stability across Bellevue						
Actions		Lead Dept.	Status	Phasing/Dur ation	Mechanism	Investment/ Type	Impact
HE.1.1	Create an education and communication plan for regular community dialogue on housing needs and the benefits of housing choices.	OOH	New	Mid-term/12-24 months	Communicati ons & Engagement	N/A	Community/ Low

HE.1.2	Develop a City of Bellevue housing dashboard that reports on affordable housing performance metrics and implementation	OOH	New	Ongoing/12-24 months	Communications & Engagement	\$\$/Ongoing	Catalyst/Low
HE.1.3	Create accessible and easy to understand resource guides for homeowners, tenants, and landlords to increase housing stability in the community.	OOH	New	Short-term/<12 months	Communications & Engagement	\$/1x	Community/Low
HE.1.4	Create educational materials for residents about restrictive covenants.	OOH	New	Mid-term/12-24 months	Communications & Engagement	\$/1x	Community/Low
HE.1.5	Promote healthy and fair rental housing through education and training for landlords and tenants. Monitor housing health and safety and evaluate additional measures needed to promote healthy rental housing.	OOH	New	Short-term/<12 months	Communications & Engagement	\$/Ongoing	Community/Low
Implementation Metrics		- metric language (unit) - Outreach and education program(s) created (#) - Community members and organizational partners reached through outreach (#)					

HE.2		Ensure fair housing outcomes in Bellevue: Assess, update, and enforce fair housing codes and practices to eliminate disparities and reduce exclusionary barriers					
Actions		Lead Dept.	Status	Phasing/Dur ation	Mechanism	Investment/ Type	Impact
HE.2.1	Assess the extent and type of fair housing issues, potentially in partnership with other Eastside cities.	OOH	Expanded	Mid-term/12-24 months	Guidance, Information and Analysis	\$/Ongoing	Community/ Low
HE.2.2	Review plans and codes for fair housing impacts, such as exclusive definitions and ways of separating uses. Identify next steps to eliminate disparities.	DS	New	Mid-term/12-24 months	City Code Change & Review	N/A	Community/ Medium
HE.2.3	Review city fair housing code and enforcement procedures and identify ways to improve fair housing outcomes and compliance.	OOH	New	Short-term/12-24 months	City Code Change & Review	N/A	Community/ Medium
Implementation Metrics		- Reduction in instances of failed fair housing testing compared to the 2024 King County Affirmatively Further Fair Housing Report (%)					

HE.3		Support alternative ownership models: Expand affordable homeownership through funding, insurance reform, incentives, and support for cooperative or community-led housing models					
Actions		Lead Dept.	Status	Phasing/Dur ation	Mechanism	Investment/ Type	Impact

HE.3.1	Identify funding for affordable homeownership within existing funds. Consider creating a fund for affordable homeownership with new resources.	OOH	Expanded	Short-term/<12 months	Funding Program	N/A	Direct/Medium
HE.3.2	Continue to advocate for liability and insurance reforms to support condominium development especially for middle income and affordable homeownership.	IGR	Expanded	Ongoing/12-24 months	Advocacy	N/A	Catalyst/Medium
HE.3.3 *HIGH-PRIORITY ACTION*	Consider incentives for affordable homeownership, such as allowing additional density in exchange for on-site affordable homeownership.	DS	Expanded	Mid-term/12-24 months	Development Incentive	N/A	Direct/High
HE.3.4	Profile local housing cooperatives and alternative ownership projects to share best practices and lessons learned to increase awareness, support replication, and	OOH	New	Short-term/12-24 months	Communications & Engagement	N/A	Catalyst/Low

	encourage community-led affordable housing solutions.						
Implementation Metrics		- Affordable homeownership and/or cooperative ownership units created (#)					

HE4		Develop inclusive policy making structures: Engage those most affected by housing challenges in decision making by reducing barriers to participation.					
Actions		Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact
HE.4.1 *HIGH-PRIORITY ACTION*	Create opportunities for those most impacted by housing issues to inform housing decision making. Lower barriers to participation within existing systems.	CMO	New	Short-term/12-24 months	City Policy, Process or Strategy	\$/Ongoing	Community/Medium
Implementation Metrics		Community members and organizational partners reached through outreach (#)					



Housing Stability

Goal: Increase the ability of low- and moderate-income households to live stably in their home and neighborhood.

Outcome Metrics

Outcome	Metric	Target
Decrease cost burden for lowest income households	Reduce the number of below 50 percent AMI households experiencing severe cost burden	At least 2% decrease (2026-2032)

Strategies & Actions

HS.1 Expand supports for individual stability: Strengthen tenant protections, rental assistance, repair programs and conflict resolutions to prevent displacement.							
Actions		Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact
HS.1.1	Provide expanded services through the Bellevue Conflict Resolution Center's Housing Accord Program	CD	Expanded	Short-term/12-24 months	Other Program	\$\$/Ongoing	Community/Medium
HS.1.2	Shore up existing funding for the Home Repair Assistance Program and explore	PCS	Expanded	Short-term/12-24 months	Other Program	\$\$/Ongoing	Community/Medium

	ways to expand services to low and moderate-income homeowners						
HS.1.3	Consider policies to stabilize rent increases in land use incentive and performance affordable units	OOH	Expanded	Ongoing/12-24 months	City Policy, Process or Strategy	N/A	Community/Medium
HS.1.4	Support reasonable state polies to reduce tenant displacement through the legislative agenda.	IGR	New	Short-term/12-24 months	Advocacy	N/A	Community/Medium
HS.1.5	Partner with King County to provide environmental reviews for the home repair program to extend eligibility to condos in buildings with 6+ units.	PCS	Expanded	Mid-term/12-24 months	Other Program	N/A	Community/Medium
Implementation Metrics		Households served by city programs addressing housing instability (#)					

HS.2	Increase access to pathways into the affordable housing system: Improve navigation, expand voucher access, streamline applications, and support community-based housing navigation pathways						
Actions		Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact
HS.2.1	Provide funding for move in expenses for those seeking	OOH	Expanded	Short-term/12-24 months	Other Program	\$/Ongoing	Community/Low

	assistance through the Homeless Outreach Team						
HS.2.2	Collaborate with the King County Regional Homelessness Authority and service providers to advocate for a more equitable, transparent, and accessible Coordinated Entry system. Support efforts to streamline assessments and reduce wait times.	OOH	Expanded	Short-term/Ongoing	Advocacy	N/A	Community/Low
HS.2.3	Advocate federally to support expanded funding for key affordable housing programs, including Housing Choice Vouchers	IGR	Existing	Short-term/12-24 months	Advocacy	N/A	Catalyst/Medium
HS.2.4 *HIGH-PRIORITY ACTION*	Work with ARCH to create a centralized, user-friendly hub for affordable housing seekers. Implement improvements like creating a centralized affordable housing search tool; developing	OOH	Expanded	Short-term/12-24 months	Communications & Engagement	\$\$/Ongoing	Community/Low

	a step-by-step housing application guide; improving accessibility; and language access.						
HS.2.5 *HIGH-PRIORITY ACTION*	Assist those looking for affordable housing by expanding housing navigation services and partnership with community-based organizations focusing on underserved communities	OOH	New	Short-term/12-24 months	Other Program	\$\$/Ongoing	Community/Medium
Implementation Metrics		- City dollars allocated to housing navigation (\$) - Homeless Outreach Team clients moved into housing (#)					

HS.3	Strengthen supports for those on limited incomes and at risk of homelessness: Expand funding, rental assistance, vouchers, and relocation programs for extremely low-income residents, seniors, and people with disabilities						
Actions		Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact
HS.3.1 *HIGH-PRIORITY ACTION*	Explore ways to expand funding for operational costs of affordable housing serving extremely low-income households.	OOH	Expanded	Mid-term/Ongoing	Funding Program	\$\$\$ / Ongoing	Direct/Medium
HS.3.2	Create an affordable housing rental assistance program for seniors and people with	PCS	New	Mid-term/12-24 months	Other Program	\$\$/Ongoing	Community/Medium

	disabilities on fixed incomes						
Implementation Metrics		• City dollars allocated to operational funding (\$) • City dollars allocated to rental assistance (\$)					



Housing for Unique Needs

Goal: Create more housing available and affordable to those with unique housing needs like seniors, families with children, and people with disabilities.

Outcome Metrics

Outcome	Metric	Target
Increase housing opportunities for those with disabilities	Build or preserve units for those with Intellectual and Developmental Disabilities (IDD)	130 affordable IDD units (2026-2032)
Increase housing opportunities for families and large households	Build or preserve affordable family-sized units	800 affordable units with 2 or more bedrooms (8.7% of target) (2026-2032)

Strategies & Actions

UN.1		Encourage inclusive design: Promote universal and accessible design standards to make housing more inclusive.					
Actions		Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact
UN.1.1	Increase inclusively designed housing by requiring, incentivizing, or funding its inclusion.	OOH	New	Mid-term/12-24 months	Development Incentive	\$/1x	Community/Medium
UN.1.2	Review existing city codes and building standards to identify	DS	New	Short-term/12-24 months	City Code Change & Review	N/A	Community/Medium

	ways to incorporate "visitability standards."						
UN.1.3	Encourage inclusive design by creating a guide on best practices. Partner with knowledgeable organizations such as AARP, AIA, etc.	DS	New	Mid-term/12-24 months	Guidance, Information and Analysis	\$/1x	Community/Low
Implementation Metrics		Units created with inclusive design features (#)					

UN.2	Support family sized affordable housing: Prioritize funding and incentives for larger units that meet the needs of families.						
Actions		Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact
UN.2.1	Prioritize family sized units when allocating local funding	OOH	Existing	Ongoing; Short-term/<12 months	City Policy, Process or Strategy	N/A	Direct/Medium
UN.2.2	Review incentive programs for ways to encourage the development of family sized units	DS/OOH	New	Mid-term/12-24 months	City Code Change & Review	N/A	Community/Medium
Implementation Metrics		Family sized (2+ bedroom) units created (#)					



Housing Supply & Diversity

Goal: Create more housing in general and more housing types available to meet the needs of people at all stages of life.

Outcome Metrics

Outcome	Metric	Target
Increase the supply of market rate housing	Build market-rate units	8,300 units (2026-2036)

Strategies & Actions

SD.1		Encourage smaller and more homes in low-density residential areas: Revise zoning and streamline lot-splitting to allow more and smaller homes in single-family districts.					
Actions		Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact
SD.1.1 *HIGH-PRIORITY ACTION*	Decrease minimum lot sizes across low-density land use districts	DS	New	Long-term/12-24 months	City Code Change & Review	N/A	Direct/High
SD.1.2	Advance administrative improvements and/or land use code amendments to streamline lot splitting	DS	New	Short-term/12-24 months	City Code Change & Review	N/A	Direct/Medium
Implementation Metrics		- Reduction in average lot size (%) - Lots split (#)					

SD.2		Reduce costs to build using new models: Encourage innovative construction methods, code changes and design partnerships to lower housing costs and speed development.					
Actions		Lead Dept.	Status	Phasing/Duration	Mechanism	Investment/Type	Impact
SD.2.1	Find ways to streamline inspection requirements for offsite construction methods to support fast and innovative housing construction	DS	New	Mid-term/12-24 months	City Policy, Process or Strategy	\$/1x	Catalyst/Medium
SD.2.2	Advocate at the state level for amendments to building codes that could enable developers to build single stairwells.	IGR	New	Short-term/12-24 months	Advocacy	N/A	Catalyst/Medium
SD.2.3 *HIGH-PRIORITY ACTION*	Enable building at heights that maximize wood frame construction and prioritize continuous, regular floorplates as a way to enable the construction of housing.	DS	Expanded	Long-term/Ongoing	City Code Change & Review	N/A	Direct/Medium
SD.2.4	Explore partnerships with local universities, funders, or other partners to promote innovative and efficient	OOH	New	Mid-term/12-24 months	Partnership	N/A	Catalyst/Low

	housing models for rental and ownership.						
Implementation Metrics		Land use code, building code or permitting changes that encourage and support innovative construction methods (#)					

SD.3		Support middle housing in all neighborhoods: Expand access to middle housing by addressing condominium restrictions, offering pre-approved plans, and partnering with lenders.					
Actions		Lead Dept.	Status	Phasing/Dur ation	Mechanism	Investment/ Type	Impact
SD.3.1	Inventory areas where middle housing regulations won't be implemented due to CCNRs	CD	New	Short-term/12-24 months	Guidance, Information and Analysis	\$/1x	Community/Low
SD.3.2	Develop a program to provide pre-permitted plans for DADUs and cottages and explore partnerships with local banks to provide financing	DS	New	Ongoing/24-36 months	Other Program	N/A	Direct/Medium
Implementation Metrics		- Middle housing units created (#) - Neighborhoods with new middle housing (%)					

Executive Summary

Creating housing that meets the needs of people at all stages of life regardless of income is a priority for the Bellevue City Council, community members, organizational partners and others. In line with that priority, the 2025 Affordable Housing Strategy (AHS) seeks to build or preserve 5,700 housing units over the next ten years.

As the AHS was developed, the voices of the community were critical to ensure the work effectively addresses the needs of our growing community. This report provides an overview of Affordable Housing Strategy engagement process – outreach activities, input received, and how that feedback was used.

The Strategy incorporates technical expertise, community feedback and input from people with lived experience of needing or utilizing housing services and supports. These groups were engaged through a wide range of activities throughout the project phases. Feedback provided throughout the project gave context for the strategy and contributed to the development and prioritization of strategies and actions.

Community input strongly emphasized the lack of affordable housing options across income levels and support for further city action. Most people who participated in the process desire more affordable rental and ownership options in Bellevue, but other priorities also emerged via community dialogues – a desire for accessible, livable communities; a sense of

Overall, the project team connected with:

- 325 community members at 4 public events
- 60 organizational partners through workshops and presentations
- 209 public survey respondents
- 96 organization survey respondents across two surveys
- 150 people with lived experience through over 30 listening sessions led by 9 community facilitators
- Over 2,000 visitors to the Affordable Housing Strategy online engagement hub

belonging; and an approach to expanding housing options that is effective and tailored towards community.

The following key themes from the community engagement process have strong support from a broad range of interests and perspectives:

- The city should address housing needs urgently through bold and decisive actions and new funding options.
- The city should focus efforts on those who are least served by the private market (<50 percent AMI).
- The ability to stay in one place – either the same home or neighborhood – through one’s life helps people feel like they belong and that they can contribute to their community.
- Housing solutions need to be paired with access to supports, services and neighborhood amenities.
- A variety of affordable housing types are needed to address the needs of different populations, including seniors, families, and those with disabilities.
- Affordable housing needs to be sited, designed and operated with the residents in mind and to enhance the surrounding neighborhood.
- Navigating the process of finding affordable housing is complex and even more challenging for those in crisis or do not speak English as a first language.
- The city needs to simplify codes and regulations to help developers and providers to focus on meeting affordable housing needs.
- The city should actively seek out public-private partnerships to scale up the production of affordable housing.
- The city has an opportunity to build community-wide support for more housing for more housing through education and information

The feedback and stories provided were used to give context for the Strategy, identify challenges and opportunities, and refine and prioritize actions. The themes are reflected and incorporated throughout the Strategy.

During this process, people did more than fill out a comment card or take a survey. They shared their stories about how safe, accessible, and affordable housing

contributes to personal and community well-being. Throughout this report we share some highlights. All stories can be found in Appendix A, B, C.

Housing Stories

Essential Workers with Multiple Jobs “Nowadays, [housing is] a challenge and a privilege that only a few can afford. We, the ones making minimum wage, can’t live there anymore, and that’s really sad. We are being displaced from our homes and especially our community. To live [in Bellevue], we would need to have two or three jobs or share a house with several families, but none of those two options is a life worth living or a dignified life for both parents and children. The challenges we face today are really sad, not only because of the high prices of food and utility bills, but also because of the high housing prices. ...Do not only think about the people who come to work at Amazon, Microsoft, or any offices, but also about the people who clean, wash, cook, and do essential work. Please, we need more affordable apartments with empathetic staff who understand that we are tired already and with big parking lots that have enough spaces to avoid tension between neighbors.” [Housing story submitted at Affordable Housing 101]

Teachers under Financial Strain “Finding affordable housing in Bellevue has been a challenge for our family. My wife teaches in the Bellevue School District and while we value being part of this vibrant and diverse community, the high cost of living makes it increasingly difficult to stay close to where we work. We want to remain near the schools and neighborhoods she serves, but limited affordable housing options and rising rental costs create financial strain” [Housing story submitted at Public Information Session]

Stability for those in Transition “Housing stability is extremely important. I moved to Bellevue on a Section 8 voucher and became unemployed about 3 years later. It’s been very difficult to secure rent assistance as I navigate the stages of my job search. There needs to be a focus on keeping people low-income or in-transition housed. As well as support to those living in vehicles as they want housing in our city.” [Housing story submitted to Public Information Session]

Limited Options to Downsize “I own a single-family home and will be downsizing soon, but the choices are very limited for me and my husband. We are not qualified for low-income or even 80% AMI [housing]. We feel we probably need to move out of Bellevue area where I work and live for decades. I hope more senior communities like the Silver Glenn model may be built by the city, and we can afford to continue to stay in this city we love.” Housing story submitted to Public Information Session]

Bellevue Worker Can’t Live in Community “I have lived in Renton since 2004. I’ve tried to find a place here in Bellevue, but it has always been difficult because I have never got approved for any [housing assistance] program. Nowadays, it’s even more difficult because the rents are higher. Now, I can’t rent or buy. To buy a property, I would have to go far away to the south or the north, but I have everything here: my church, my friends, my doctors, and my job. That’s why I came [to the event] to find any information and hoping that I can find some place affordable to live in because everything gets more expensive every day.” [Housing story submitted at Affordable Housing 101]

Lovely and Unaffordable “My partner and I make nearly \$300K and have all but given up on owning a home ever in Bellevue. We love it here but will at best be forever renters, most likely will just move to a different city when we decide to own which is a shame. Build more, that’s the solution full stop.” [Housing story submitted to EngagingBellevue]

High Earners, No Ownership Prospects “I was born and raised in Bellevue. I loved the parks, safe neighborhoods, and excellent schools. Now I am an adult looking for a place to settle down to start a family, and Bellevue is definitely at the top of my list. I would love to give my future children the same experience in Bellevue as I had growing up. The obvious issue is that there are no homes affordable homes available. There are simply no homes within my budget of \$1 million. ...I still consider Bellevue my home and would love to move back, but this would only be possible if additional homes were allowed to be built. ...I hope Bellevue moves forward with adjusting zoning laws to allow homes to be built at a wide range of price points. This would allow more young families to move to Bellevue and bring more youthful energy to the city.” [Housing story submitted to EngagingBellevue]

Supporter of Affordable and Accessible Bellevue “I’m lucky. We can afford to live in Bellevue and own our home. We love Bellevue, and it is our forever home. But a lot of people don’t have the opportunity. They work and come here, and want to live here, but it’s too expensive. Or where they can live in Bellevue, it is not close to public transit or by necessity shopping. Furthermore, there isn’t a lot for the aging community. Most single-family homes are multi-level, and a lot of people have a hard time with stairs. Having houses that people can use fully is important.” Housing story submitted at Public Information Session]

Affordable Housing Strategy Engagement Report

Introduction

Building an affordable city takes everyone. The voices of our community are critical to ensure this work effectively addresses the needs of our growing community. Throughout the planning process, the Affordable Housing Strategy team sought to listen and engage community members and partners across the spectrum to understand their needs and priorities. An overview of the project and key issues in affordable housing are included as Attachment A.

The engagement process was guided by three objectives and builds upon the community engagement and policy guidance of the Bellevue 2044 Comprehensive Plan.

- **Provide information on affordable housing.** Everyone comes to the subject of affordable housing with their own knowledge and experience. The project team worked to provide a foundation of information for interested community members to engage through activities like a short-story film festival and affordable housing 101 event and video series.
- **Invite community members to inform the Strategy.** The project created opportunities for a broad array of voices to be heard at different stages in the process through activities like public information sessions and a public survey.
- **Elevate diverse and representative voices in the process.** The process aimed to elevate the voices of those with lived experience of housing insecurity, limited resources, who have other barriers to participation, through the use of a community facilitators pilot program.

Approach

Engagement for the Strategy began in January 2025 and went through December. The approach sought to get input from three overarching groups:

- **Organizational partners** who have technical expertise related to housing and services, including
- affordable housing and market-rate housing developers and social service providers, were consulted for feedback on priorities, analysis, and actions.
- **Those needing or utilizing affordable housing** who have lived experience, including residents of affordable housing and households seeking affordable housing, were consulted on priorities, barriers, and actions.
- **General public**, including Bellevue residents and workforce, were informed and invited to attend educational events, received informational updates and were asked to weigh in on priorities.

A full list of partners engaged is included as Attachment B. Engagement and outreach focused on several key elements:

Education-Based Outreach for the General Public

There is general awareness about the need for affordable housing amongst the public. Engagement during Comprehensive Plan identified housing affordability as the top community concern. Still, there is varied knowledge and preconceptions regarding many facets of affordable housing. Public education and information about the affordable housing system, who benefits from it, and the potential solutions and impacts help provide a factual basis for the public to engage in further conversations on affordable housing.

Focused Engagement with Organizational Partners

Focused engagement with organizational partners is a useful way to gather in-depth insights from technical experts on a specific topic or concept. Focused engagements included focus groups, presentations, and specific surveys and meetings.

Community Conversation Model

The Community Conversations approach enables community representatives to gather information for the Affordable Housing Strategy through culturally sensitive, semi-structured conversations with community members. At the core of the model is the recruitment of trusted community members who are well placed to function as community-facilitators as they live in the community and understand the community's dynamics and needs.

Using a Community Conversation model to train community representatives to host conversations enables the Affordable Housing Strategy to engage in conversations with communities it may not otherwise reach.

City Boards and Commissions

City boards, commissions and committees also play an important role in housing planning as providers of guidance and recommenders. Notable overlap was identified in the work and interests of the Planning Commission, Human Services Commission, Bellevue Development Committee, Bellevue Network on Aging, YouthLink, and Bellevue Diversity Advantage Network. While these groups are not part of the formal recommendation process, the staff team will engage the forums with informational briefs at the project start and conclusion to keep them informed and aware as planning efforts advance.

Participation

Housing is a basic need that affects many people. When making housing decisions, it's important to focus on who is most affected and whose voices are heard. People with connections, resources, and knowledge of how the city works usually don't need much help to get involved. But people who often aren't heard or face barriers need extra support to participate.

Guidance on how to plan for housing supports including a wide range of voices, especially from marginalized and underserved groups—those who have been left out of decisions and face disadvantages because of who they are. Based on previous analyses and review of current demographics the planning team identified factors that affect housing outcomes, including income, race and ethnicity, age, neighborhood, ability, citizenship, language skills, and tribal affiliation.

To reach these groups, the planning team used a variety of approaches including talking with community-based organizations and service providers. The team developed a Community Facilitators Program that recruited individuals with connections to historically underrepresented groups and who spoke a language other than English.

This unique and innovative approach resulted in hearing from over 150 individuals who shared deeply personal stories and experiences about their struggles to find housing.

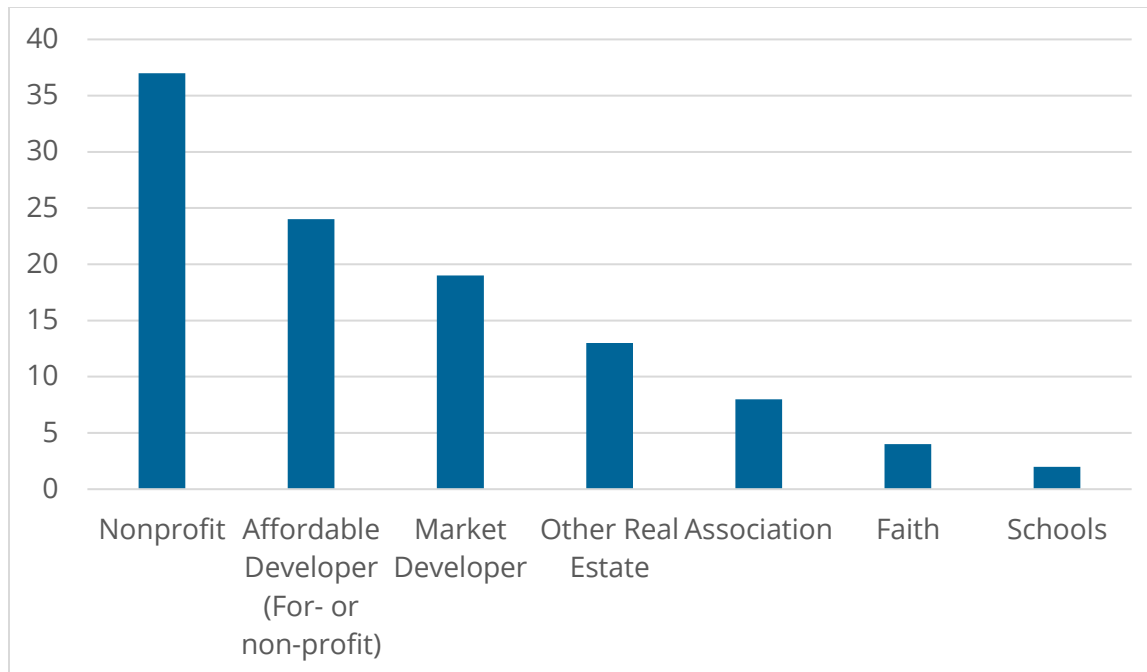
Demographics

Reporting on demographic information of participants can be challenging. Demographic questions are always optional, and some people decline to share personal details. Additionally, there are some events, like a drop-in event, where the format doesn't allow for easy data collection.

During this process, demographic questions were collected at public events and an online public survey. The online survey was most structured opportunity for collecting demographic data as demographic questions varied across events.

Different engagement opportunities solicited participation from different populations. People who rent and people of color were most likely to participate in the Housing 101 event and open house event. Overall, participants tend to be less representative of those living in multi-family housing.

Respondents to the two organizational partner surveys included a variety of organization types, including affordable housing and market-rate developers, property managers, service providers, and advocacy and community-based organizations. Distribution of responses by organization types is depicted below and contains duplicates to represent the total distribution of feedback received. Thirty-one organizations completed both surveys.



How feedback was used

Feedback was used to help the city identify challenges and opportunities and informed the refinement of strategies and actions in the Affordable Housing Strategy. Feedback provided throughout the project gave context for the strategy and contributed to the development and prioritization of strategies and actions. Identification of high-priority considered these priorities given resources and policy guidance. The recommended Strategy was developed reflective of both city policy guidance and community feedback.

Overview by Phase

Full summaries of Phase 1 and Phase 2 engagement are available on bellevuewa.gov/affordable-housing-strategy. Highlights are provided within this document as well as a full summary of Phase 3 activities and input.

Phase 1: Launch

Phase 1 kicked off in January and went into April 2025. Engagement was focused on building awareness about the 2025 Strategy in the community and creating educational opportunities to provide a foundation of information for future conversations.

Public engagement included

- 3 public events – a hybrid project kick-off, Better Cities Film Festival, and affordable housing 101 and resource fair event.
- 2 organizational partner information sessions
- Youth engagement at Youthlink and Youth Involvement Conference
- 3 external partner presentations and 1 tabling event
- Presentations to city boards and commissions – Planning Commission, Human Services Commission, Bellevue Network on Aging, Bellevue Network on Aging

Comments, reflections, and stories collected during this project phase were used, along with policy guidance and the City's vision and values, to inform the development of proposed strategies and actions, which were refined through additional technical analysis.

Some key values and themes that emerged during this phase include:

- **Equity** – a person's identities should not predict housing outcomes.
- **Fairness and Opportunity** – Everyone should be able to find an affordable place to live, no matter their income..
- **Wellbeing** – stable and affordable housing is fundamental to economic opportunity, education, and health.
- **Ecosystems** - residential buildings alone are not enough – people need reliable access to supports and services.

- **Belonging** – people need community and value living in places where they feel safe and welcome.
- **Dignity and Livability** – High-quality neighborhoods, places, and built environments promote individual dignity and overall livability.
- **Stability** – Housing is closely tied to personal and financial stability; people want to feel they can stay in one place, feel connected to their community, and plan their futures.
- **Integrity** – the city cannot go it alone and needs to work closely with partners on policymaking, and implementation efforts.

Phase 2: Assess

The Assess phase of the 2025 AHS began in May 2025 and went into September.

Engagement was focused on understanding priorities and assessing tradeoffs. This phase was targeted towards reaching organizational partners and those with lived experience. As those most closely connected to housing issues.

Two engagement methods were utilized during this phase of engagement:

- **Questionnaire:** Organizational partners were consulted through an open-ended questionnaire to help the project team better address challenges, opportunities, and tradeoffs within the 2025 AHS.
- **Community Facilitator Program:** Community facilitators were recruited to gather information through culturally relevant and welcoming conversation with community members with lived experience who might not otherwise participate.

Feedback provided during the Assess phase gave context for the Affordable Housing Strategy and contributed to the refinement of policies. Proposed strategies and actions were developed to be reflective of both policy guidance and community and stakeholder feedback.

Organizational partners emphasized the greatest challenges to meeting Bellevue's affordable housing needs, beyond capital funding, are regulatory barriers, including restrictive zoning, complex permitting, and costly development requirements. They see the City's strongest opportunities in reforming these systems, leveraging public-private and community partnerships, and expanding access to land and financial

tools. Reducing the cost to build emerged as the top priority, alongside advancing equity, supporting families, and promoting transit-oriented development.

“Even with capital funding, affordable housing cannot be delivered at scale if regulations make development too slow, costly, or uncertain...Without meaningful regulatory reform, funding alone won’t be enough to close the housing gap.”

Partner survey #1 Respondent

Questionnaire respondents called for decisive, values-driven action that balances urgency with consensus, emphasizing that true success will be measured by housing units being built, not just policies or plans. They urged Bellevue to adopt multi-pronged, predictable funding strategies, dedicate public land to

affordable housing, and streamline processes to accelerate production. Across all feedback, participants stressed that Bellevue must be a transparent, collaborative, and equity- focused partner that acts with accountability, fosters community trust, and ensures every neighborhood contributes to a more inclusive and affordable city.

Community listening sessions as part of the community facilitator program emphasized barriers and challenges to finding affordable and accessible housing including affordability and supply, access to information, issues with housing providers, culture and community in Bellevue.

For the community facilitator programs, community facilitators were intentionally recruited to reach those who have struggled with housing access and affordability. All of the facilitators had connection to historically underrepresented groups in Bellevue and seven of the nine spoke a language other than English. Participants in the listening sessions were not asked to provide demographics intentionally in order to ensure privacy and create a trusted space.

Participants also highlight existing resources and support available. They found value and emphasized support for connecting with people with similar backgrounds, community gathering spaces, and access to resources for low-income residents and support of community organizations.

Facilitators provided recommendations that came from the listening sessions. Actions that the city can implement include:

- Improving availability and accessibility of resources
- Improving tenant support and property owner accountability
- Additional support with navigating the search for long-term housing
- Fostering community connections
- Youth engagement
- Diversify housing sites

Phase 3: Refine (Full Report)

The Refine Phase of the 2025 AHS went through October and November. Engagement was focused on developing a prioritization approach and refining proposed strategies. Goals included prioritizing actions for implementations and drafting the Strategy document.

Engagement activities were targeted towards organizational partners and the general public. Organizational partners were engaged to understand prioritization and successful implementation of proposed strategies and actions. The general public was engaged to inform them of the draft strategies and solicit comments and questions about the work.

Activities in this phase included:

- For organizational partners
 - o Survey
 - o Presentation to stakeholder groups
 - o Virtual feedback event
- For the general public
 - o Survey
 - o Info session open house

Phase 3 Summary of Outreach Activities

Organizational Partner Engagement

Engagement activities emphasized collaboration with technical stakeholders to ensure the successful implementation of AHS strategies.

Several engagement methods were utilized, including a questionnaire sent to technical stakeholders, and presentations with housing and public policy groups. Meetings and presentations included:

- Bellevue Development Committee
- Eastside Affordable Housing Coalition
- Bellevue Chamber of Commerce's Permitting, Land Use, Sustainability and Housing Committee (PLUSH) Committee
- Virtual Feedback Session; invitations sent to all stakeholder groups

The survey was distributed to individuals and organizations in attendance and included in the city's stakeholder contact list. Thirty-seven responses were received, 22 identified their organization.

Survey and discussion questions asked about how to prioritize amongst different goals and tradeoffs by presenting different approaches to prioritization. Partners were also asked to review and provide feedback on the list of proposed strategies and actions.

Public Engagement

Members of the public were invited to participate in the Refine Phase of engagement via an open house style Information Session, and an online public survey.

The purpose of the Information Session was to ensure members of the public had an additional opportunity to review the draft strategies prior to finalizing the draft Affordable Housing Strategy for Council review. Similarly, the survey was an opportunity for those unable to attend the information session to review the proposed strategies and provide feedback.

The event survey was shared via multiple city communication channels and through targeted communications to organizational partners and community leaders. Thirty-four people signed in at the event and over 200 survey responses were received.

Event attendees were asked to complete a feedback worksheet inquiring about priorities amongst project goals and feedback on the draft strategies. Attendees were also invited to share their story of finding a home in Bellevue.

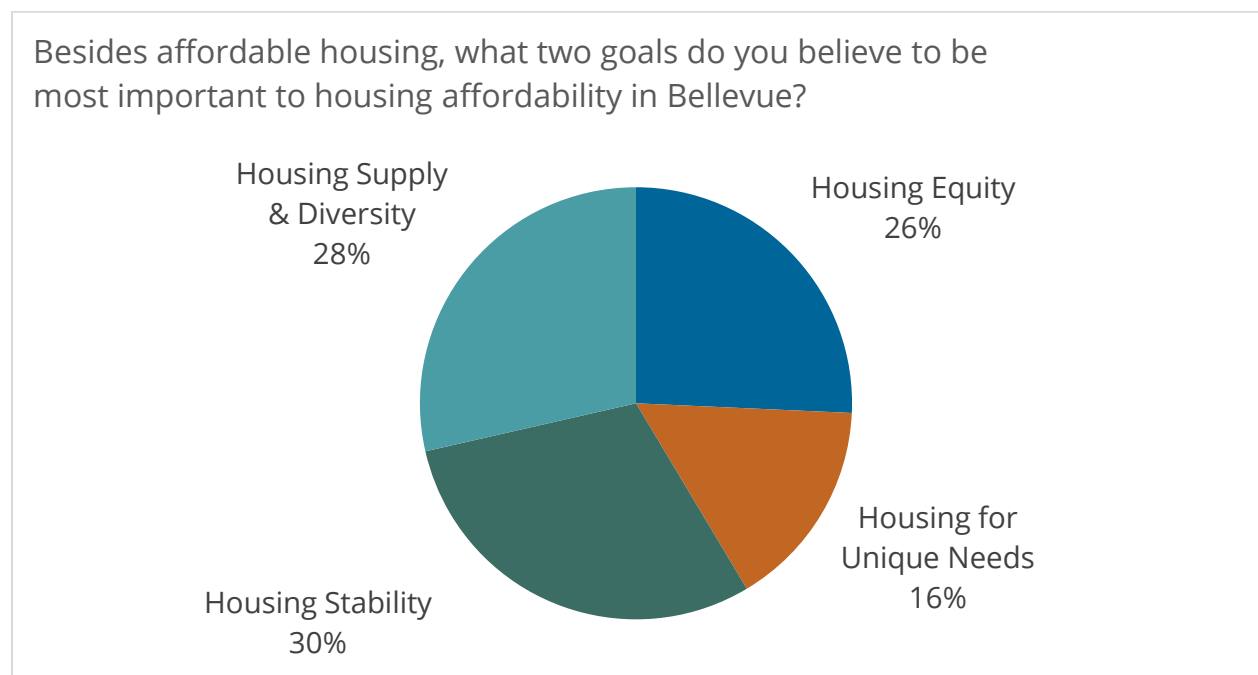
Survey questions similarly asked about preferred goals and outcomes and for feedback on the draft strategies. It also asked about experiences living or searching for housing in Bellevue. Survey responses were disaggregated to further understand unique perspective of different groups - homeowners and renters, and those who reported experiencing a housing issue and those who did not.

Phase 3 Summary of Input

Organizational Partner Engagement

Input solicited from partners centered on how the city can prioritize different actions, mitigate tradeoffs, and implement successfully.

When asked what two goals besides affordable housing the city should focus on, partner responses illustrate a split between supply and stability, followed closely by equity.



Major themes identified throughout organizational partner engagement are highlighted below:

The city can't do everything – an undercurrent of this engagement is the affirmation that the city will have to prioritize resources among strategies and actions under consideration in the AHS. Stakeholders acknowledged that the City needs to use its resources where they will be most effective, relying on

partnerships and the market. Because needs outweigh resources, the city will need to optimize resource use by examining the cost-benefits of strategies. Many stakeholders emphasized that deeper affordability has a deeper benefit, despite costing more.

Serving the deepest need - Stakeholders reiterated the value of the city focusing its efforts on those who are least served by the market. Partners believe that the city can rely on the market and existing tools to address moderate and average-income needs (noted as housing that is above the 60% AMI threshold). This allows the city to focus its efforts and resources on the lower AMI and other target groups. Many stakeholders also voiced the belief that serving the deepest needs will ultimately benefit everyone in the community.

The city is a crucial partner to provide housing options for those households and acts as a bridge to connect developers with funding or providing gap funding. Stakeholders emphasize continuing to play this role for the deepest needs and optimizing these processes for predictability and efficiency.

Housing is about more than income levels – Along with the urgent need to serve the lowest income level, several partners emphasized that deeply affordable

Focusing on deeply affordable alone won't fix the housing crisis even if it's the most urgent. Housing is more than AMI, it's also about the processes, design, and how housing meets the needs of different communities.

Partner survey #2 Respondent

housing cannot be based solely on cutting costs. True affordability depends on the stability, access, and cultural relevance of housing. Solutions that look at affordability, livability, and equity together ensure that housing solutions make people feel like they belong, a key aspect to thriving.

Community partners underscored the importance of culturally responsive engagement and meeting communities where they are. Working with trusted local organizations and ensuring property outreach reflects the City's commitment to diversity and equity. They noted that meaningful engagement requires consistent follow through that allows communities to see results from their input. Many shared past experiences of being consulted without visible outcomes and urged the

city to demonstrate accountability and ongoing collaboration. Building trust through action beyond discussions was identified as essential to advancing equitable housing outcomes

Measuring equity – Throughout engagement with technical partners and stakeholders, equity in housing policy remained a consistent priority. However, many experts in affordable housing and real estate note the challenge in providing clear quantitative measurement of equity outcomes. This is an ongoing challenge at the nexus of equity initiatives across the nation. Implementing the Affordable Housing Strategy provides an opportunity to strengthen accountability, define measurable equity indicators, and ensure that equitable outcomes are reflected in both policy design and implementation.

Creating win-win opportunities for market and affordable housing developers

Participants discussed the importance of aligning strategies for both market-rate and affordable housing production, emphasizing that progress on one can support progress on the other. Developers and advocates alike noted that policies such as permitting and zoning reform benefit all housing types by reducing costs, delays, and uncertainty. A more efficient and predictable development process can help unlock private market capacity while ensuring affordable housing goals are met.

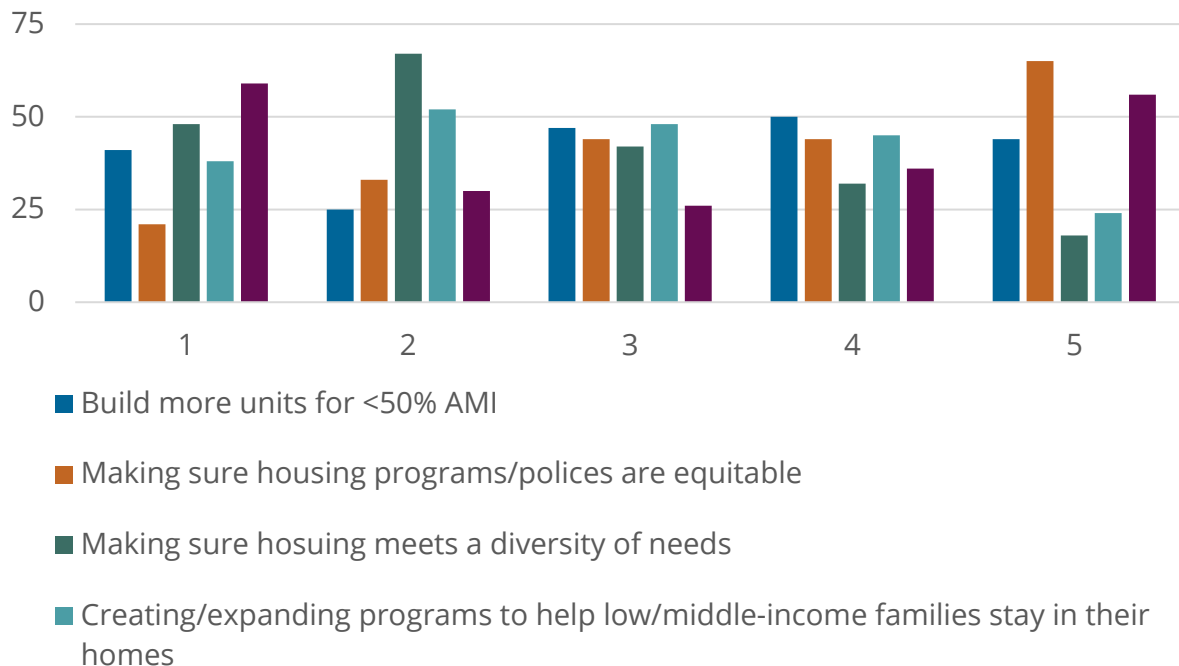
Participants encouraged the city to seek “win-win” approaches that balance predictable inclusionary requirements and fee structures with the need to make projects financially viable, recognizing that a healthy overall housing market supports affordability at every level.

Public Engagement

Both the survey and event feedback asked about priority goals and outcomes for the project. Amongst event attendees affordable housing was the clear top priority, with housing stability second.

For the public survey, there was a more even distribution of priorities. A preference to “just build more housing” was either strong or weak.

Rank the following approaches you hope Bellevue focuses on most over the next seven years in terms of housing? (1 is highest)

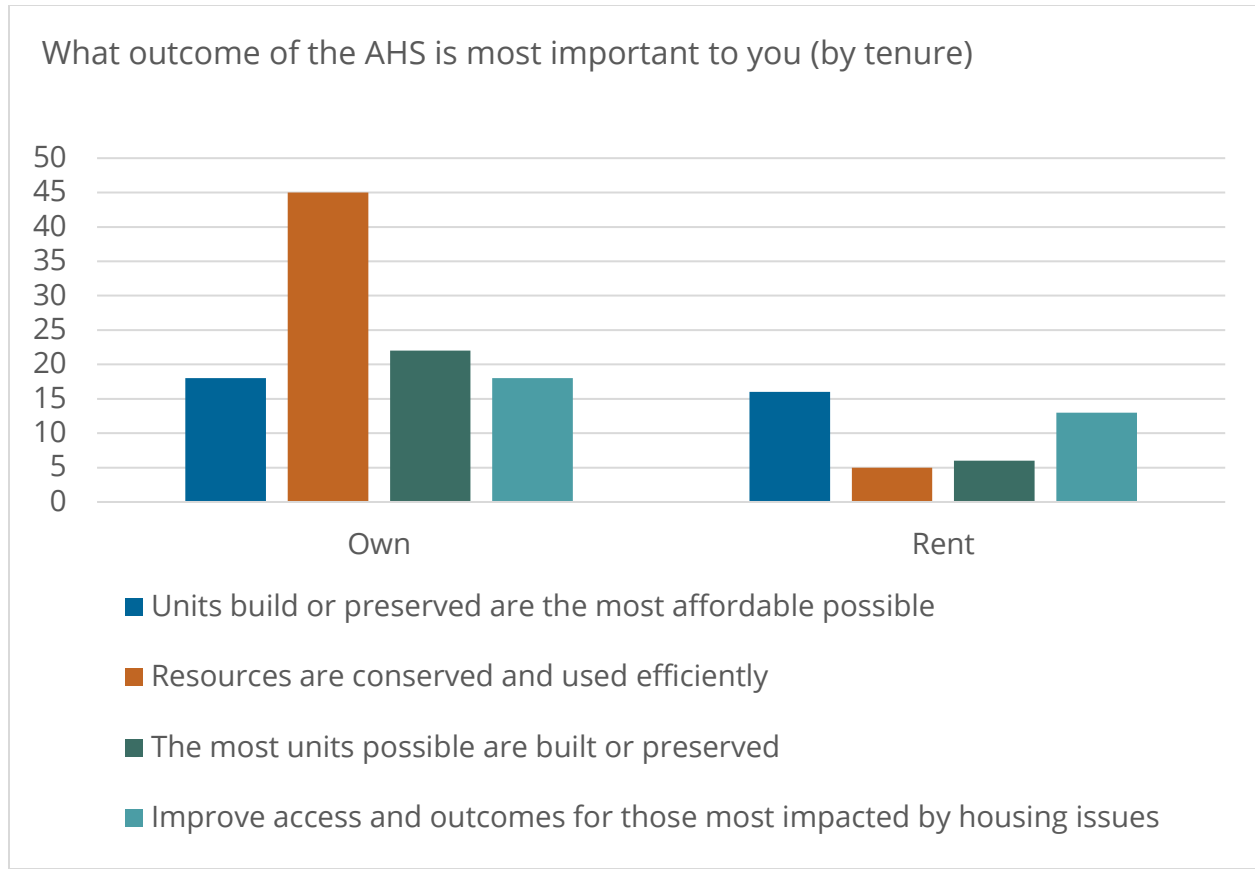


When looking specifically at renters, there is a clear priority for building more units for lower incomes followed by making sure housing meets a diversity of needs. Among homeowners, there is a less clear top priority – building more housing was again ranked either high or low, but there is consistent support for focusing on housing that meets a diversity of needs.

Similarly, when asking about outcomes on the survey, the overall responses were fairly distributed with resources conserved and used efficiently most identified. When breaking down the data, this is clearly a top priority amongst homeowners, while renters – who represented a small portion of survey respondents – reported more evenly supported outcomes for building units as affordable as possible and improving outcomes for those impacted by housing issues.

As a part time retail worker, I don't think there's a single place in Bellevue that I could afford to live on my own, even if I spent my entire paycheck on it. As it is now, independent living is completely unattainable for me.

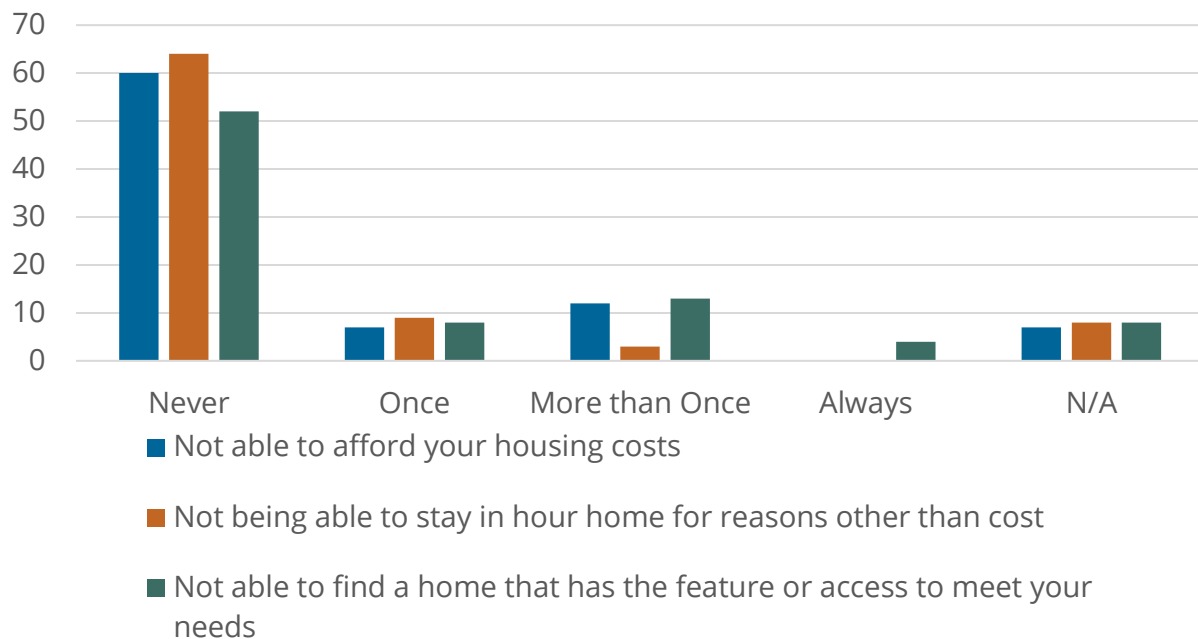
Nov Public Survey Respondent



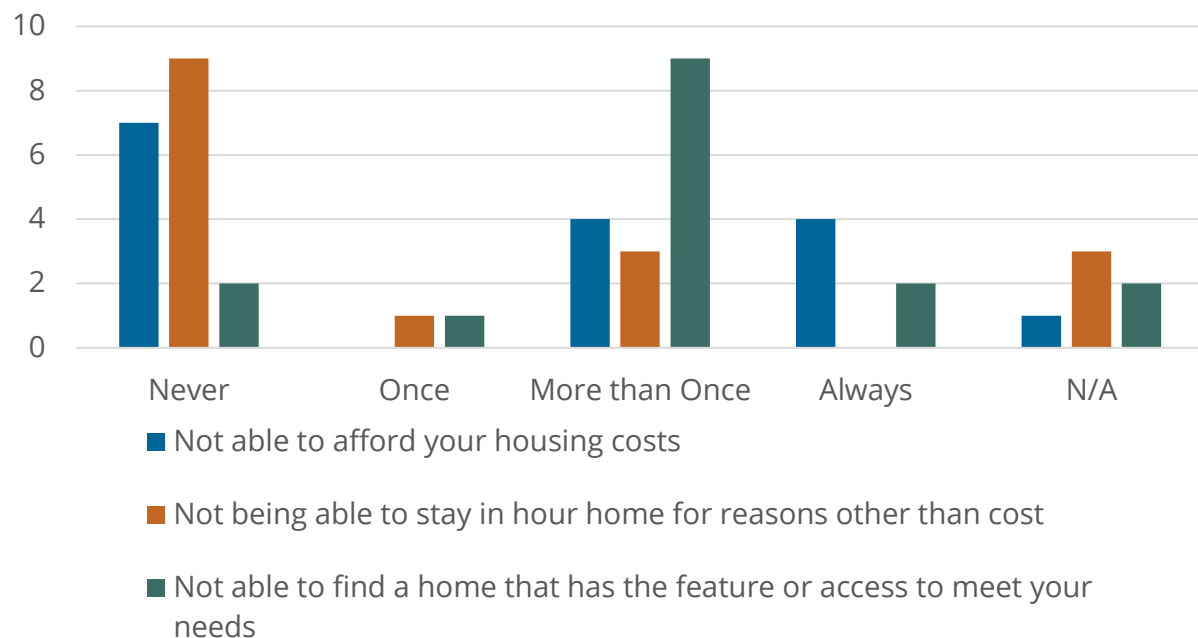
About 70% of respondents reported living in Bellevue. Of those who don't live in Bellevue, 75% reported having searched for housing in the city. Respondents who live in Bellevue or have searched for housing there were asked about experiencing housing issues like not being able to afford housing costs and not being able to find or stay in a home.

The majority of participants reported not having experienced any housing issues, but when looking at tenure, responses show that renters are twice as likely to report experiencing housing issues over homeowners.

Have you ever experienced the following housing issues (homeowners)?



Have you ever experienced the following housing issues (renters)?



Additional comments were received from the public in this final phase focused on the draft strategies presented for review. Major themes are presented below.

Homeownership: Respondents to the city’s survey submitted comments and feedback related to increasing opportunities for homeownership in addition to supporting homeowners who want to stay in their homes. Some ideas brought forward by survey respondents included down payment assistance and support navigating available programs for those interested in affordable homeownership options. Others highlighted utility, insurance, and property tax assistance as supports critical for older adults who wish to age in place.

Increasing Housing Supply: Many comments supported scaled and thoughtful increases in density where appropriate, while few noted discomfort with the potential for increased development in their neighborhoods.

Respondents mentioned the need to identify existing regulatory barriers to affordable housing and adjust accordingly to support more development. Some comments indicated that the city should streamline permitting timelines for all development (both market-rate and affordable) to increase the supply and availability of all housing, not just affordable housing. On the other hand, some comments also expressed a need to ensure that any increases in density in areas be supported by thoughtful planning, research, and focused community engagement.

A related common interest among respondents is housing connected to or near transit options. Respondents also mentioned here that housing near transit does not mean that adequate parking options are still not needed.

Housing for Unique Needs: Several responses expressed that the strategies should focus more on older adults hoping to age in place and the need for housing that supports those on fixed incomes. Along with this, some comments specifically highlighted the need to ensure that older adults aging in their homes have the appropriate supports – whether structural or financial – to remain. Some comments noted the need for more permanent supportive housing to provide mental health or substance abuse support.

Bellevue Workforce: Overall, respondents expressed a desire to see affordable options for those who commute to Bellevue but want to live in the same city where they work. There is a sense that someone who works in the city should be able to afford housing within a reasonable distance to their workplace.

Housing Stability: Respondents highlighted the importance of support programs like rental assistance and housing systems navigation assistance in helping people stay in and/or more readily access affordable housing options and resources. Some specifically noted the importance of language access to resources and support as well.

Variety of Housing Types: Comments noted the need for family-sized units to support larger families but also to provide alternatives to those interested in sharing rent with roommates. Many comments also spoke about a desire to see alternative construction types for affordable housing whether for rental or homeownership, meaning a mix of apartments, townhouses, and other varied structures.

How Phase 3 Input was Used

Feedback provided during the Refine phase provided input on final revisions to draft strategies and actions and informed the actions identified for priority implementation within the action plan.

Attachment A: Project and Issue Overview

Attachment B: Organizations Engaged

- Africans on the Eastside
- Alliance Residential
- Amazon
- Ashworth Homes
- Bellevue Chamber of Commerce
- Bellevue Church
- Bellevue LifeSpring
- Bellevue Network on Aging
- Bellevue School District
- Bellwether Housing
- BRIDGE Housing
- Disability Empowerment Center
- DR Horton
- Eastside Affordable Housing Coalition
- Eastside Christian School
- Eastside For All
- Eastside Foundation
- Eastside Legal Assistance Program
- Friends of Youth
- Futurewise
- GGLO
- Gillis Real Estate
- GMD Development
- Habitat for Humanity Seattle-King & Kittitas Counties
- HERO House Bellevue
- Hopelink
- Housing Development Consortium
- Housing Diversity Corporation
- Imagine Housing
- Indian American Community Services (IACS)
- Jubilee REACH
- Kin On
- King County Housing Authority (KCHA)
- Low Income Housing Institute (LIHI)
- Mary's Place
- Master Builders Association (MBAKS)
- Mill Creek Residential
- MJS Investors
- Muslim Community Resource Center (MCRC)
- Murray Franklyn Homes
- NAIOPWA
- Neighborhood Church
- Open Doors for Multicultural Families
- Parkview Services
- Plymouth Housing
- PorchLight (formerly Congregations for the Homeless)
- Redding Architects
- Shelter Resources, Inc.
- Soundbuilt Homes
- SRM Development
- St. Peter's Church
- Steve Burnstead Construction
- Su Development
- Taylor Morrison
- TWG Development
- United Hub
- Urban Renaissance Group
- Vulcan Real Estate
- Wallace Properties
- YWCA

Appendices

Appendix A: Stories of Home Responses

Having lived in Bellevue for over 40 years, we have watched our property taxes reach a point to force us out of our forever home. How is your concept on affordable housing?? Force us to pay more to assist this who can't, & if we can't kick us out of our beloved home as we are senior citizens.

--

Due to a lack of low-income housing (under 30% AMI), fleeing domestic violence in 2008, I was forced to move out of Bellevue and move to living in a family member's home in another city. Despite that I have always worked in Bellevue, I have never been able to afford even a small apartment in the city. I rent elsewhere and commute to Bellevue daily due to the high cost of renting and the lack of housing for low-income households.

--

In 2003, before the dot com community ignited prices of homes, I invest a 20% downpayment after working hard for 13 years and purchased a small home in Woodridge. My wife and I scrimped and saved and were able to make a lovely home. It is all part of the American Dream. We hope every hard-working neighbor can do the same, but prices have shot way too high. Working class folks need more affordable opportunities to achieve their American Dream. I hope the City of Bellevue focuses on helping developers deliver such opportunities.

--

I live in a building purchased by LIHI (Aventine). Existing tenants were given one letter, stating that the building had been sold. No other communication was provided for several months.

LIHI will only communicate with tenants by paper (on the door), so often communication is not done at all. Police have been called to the building multiple times, (one time was for a break-in of the storeroom, but tenants are not notified. If there is a discrepancy with the rent, LIHI does not call the tenant, they write an eviction notice and put it on the door, with no explanation. LIHI made a strong effort to push out existing tenants that often felt like it bordered on harassment. Despite qualifying for the low-income program this year, manager regularly suggests I move out if I don't like something. LIHI management is very confrontational; they only respond to inquiries after repeated pressure. I can find any number of neighbors who have not been happy with LIHI management. It feels like a low-income mindset, as though they know many tenants will not speak up for fear of losing their home.

--

See previous comments. It's very hard to stay during transition without easy access to access rent assistance or vouchers.

--

I'm lucky. We can afford to live in Bellevue and own our home. We love Bellevue, and it is our forever home. But a lot of people don't have the opportunity. They work and come here, and want to live here, but it's too expensive. Or where they can live in Bellevue it is not close to public transit or by necessity shopping. Furthermore, there isn't a lot for the aging community. Most single-family homes are multi-level. A lot of people have a hard time with stairs. Having houses that people can use fully is important.

==

I own a single-family home and will be downsizing soon, but the choices are very limited for me and my husband. We are not qualified for low income or even 80% AMI. We feel we probably need to move out of Bellevue area where I work and live for decades. I hope more senior communities like the Silver Glenn model may be built by the city and we can afford to continue to stay in this city we love

--

I have lived on and off in Bellevue since attending Bellevue College. I'm not one to move often so I take good care when moving to a new place. Unfortunately, every time I've lived in Bellevue, I have to move every three years because landlords or apartment complexes raise rent cost almost every year by numbers that exceed 50% increase from original move in rent cost. Finding a home to buy is out of the question, even condos are priced above AMI.

--

I'm not sure I'll be able to buy a home in Bellevue in my lifetime

--

meritengineering.com is a local geo-civil engineering firm, which works with cities on many projects. They would love to be involved in the city's affordable housing projects and would like to donate some time too for the city since they are Bellevue citizens and would love to support the city's missions. Thanks for your team work! We are so proud of the city. Let's make it affordable to live for more people. Seattle/Bellevue makes a long name in the nation. Let's show the future and beautiful cities are livable, affordable. Thanks for being the leader!

--

Finding affordable housing in Bellevue has been a challenge for our family. My wife teaches in the Bellevue School District and while we value being part of this vibrant and diverse community, the high cost of living makes it increasingly difficult to stay close to where we work. We want to remain near the schools and neighborhoods she serves, but limited affordable housing options and rising rental costs create financial strain

--

I am a real estate agent. I am helping a family purchase a condo. They are a family of 2 adults and 3 kids, though based on their loan approval amount they can only buy a 2 bedroom condo. They need to stay in Bellevue because of the special education program one of their children is part of. I wish they would be able to get a three-bedroom home in our areas in their budget

--

As a retired single woman who has grown up and raised children in Bellevue since 1964, I love the safety and growth of Bellevue.

I live in a house in Eton(?) that was built in 1951. I am now surrounded by McMansions. Because of my connection to the community. I want to stay in my home for now. I would like to develop the missing middle housing on my own lot. I am looking for a way to fund cottage or duplex living. Then I would rent to teachers, caregivers, or others how have a hard time affording housing near where they work.

--

At present, it is not easy to find cheap housing, least of all in Bellevue, and it is very sad that families are having to go to live in other cities far away and with many problems, for example, Tacoma, Auburn, which also means higher gas expenses. Families fall into depression more, children and young people are afraid to socialize with other young people, and in other cities it is more difficult to find work, really. Finding cheap housing is not possible.

--

Today it is very difficult to find a place where you want to live for a long time, whether because of the price of rent, the apartment rules, the limited space of the apartments, the lack of amenities, the lack of security, or the lack of empathy on the part of the managers towards certain communities.

Appendix B: Better Cities Film Festival Reflection Comments

Appendix C: Phase 2 Partner Survey – Assessing Actions

Appendix D: Phase 3 Partner Survey – Refining Actions

What two goals do you believe to be most important to supporting housing affordability in Bellevue?

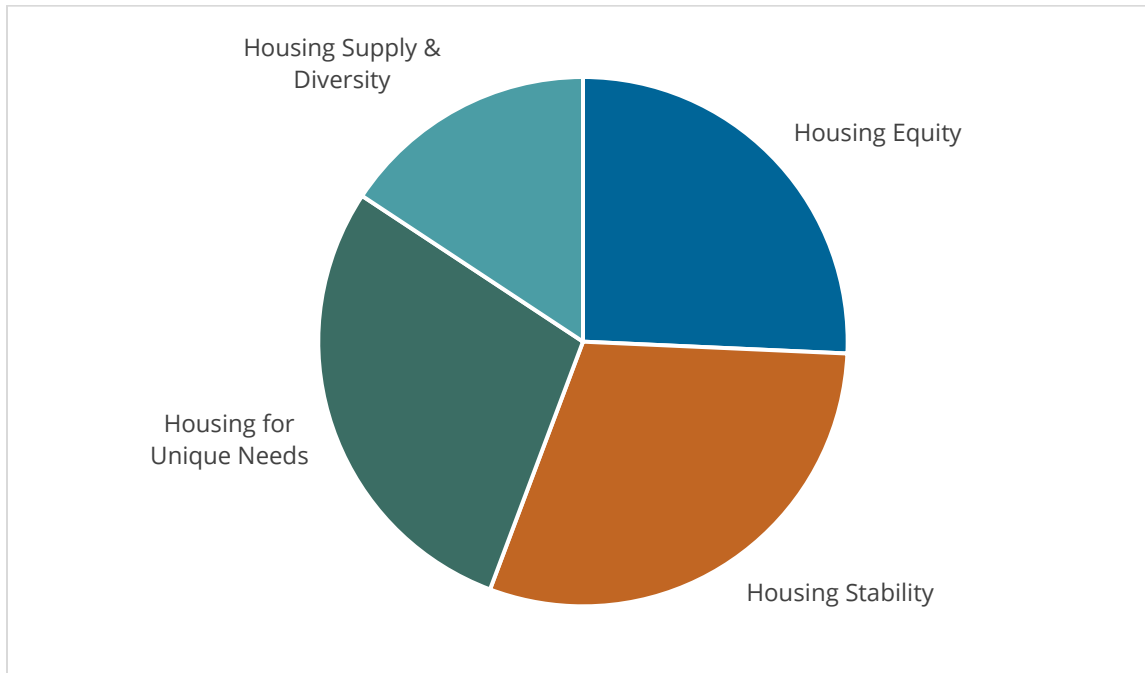


Figure 1: Most Important Goals, Org Partner Survey Nov 2025

Why do you believe those two goals are most important?

These are non-negotiables; people should be able to stay in place and housing equity is mandatory to be fair.
Equity
These two principles ensure everyone in Bellevue regardless of income or background has access to a range of affordable, inclusive, and stable housing options.
Inclusion of all sorts of and condition of those who are unhoused.
Because they have been ignored for far too long.
To ensure people have access for affordable housing and prevent displacement from low- and middle-income families

Because I do not own my own home
There is a demonstrated need for more housing of all types for residents of all family sizes and all incomes in the City of Bellevue. Start there.
Meeting our housing goals requires more supply in multiple price points to ensure housing is accessible for a diversity of income levels.
Highest relevant impact
A thriving Bellevue comes from diversity including ethnic and socioeconomic, creating programs that can keep that diversity here and meet financial needs is a win for all
Preservation of housing is a very efficient way of providing affordability now. Ensuring that people with higher AMIs have enough housing at their affordability levels also reduces downrenting which is a significant problem in our region.
Increasing the supply and diversity of housing helps ensure more options and price points, making communities more inclusive and affordable.
Members of our program have expressed feeling like they are being pushed out of Bellevue due to the lack of affordable housing opportunities. Members of our community have also lost housing that met unique needs in Bellevue due to the properties being sold. The housing that they transitioned into is not comparable to the previous housing that better met their needs.
supply, supply, supply. Build more supply and rents drop across all price levels.
Because they both address the most vulnerable tenants
addressing historic and ongoing harms
These needs are critical for people who can't afford to buy in the Bellevue market.
Supply and variety are what will solve the housing affordability crisis in Bellevue. The term to be talking more about is housing attainability.

This was a tough choice. I believe 100% in #1 but I also know we need to allow individuals to stay housed, so they don't experience homelessness (prevention). I also believe we need housing at all levels so that our front-line workers, educators, hospitality workers, nurses, etc. can live in the community where they work.

I believe Housing Stability is essential because it helps ensure that existing residents, especially low- and moderate-income families can remain in their homes and communities as costs rise. Stable housing supports community continuity, mental well-being, and economic security. I also value Housing Supply and Diversity because there is no single solution that meets all needs. Bellevue needs a variety of housing options at different price points and for different life stages. Expanding and diversifying the housing makes the city more inclusive and livable for people of all backgrounds and incomes.

We want to foster a diverse equitable city for everyone to be able to live in and thrive. We need more housing and building at all levels will create more opportunity.

Bellevue has become less affordable/accessible for families from low to middle income and is essentially not only causing families to struggle and make hard financial choices for their families but is also making families leave and change and restart the lives of their children in unfamiliar areas.

Your race, religion and beliefs should not matter as to Fair Housing. People have different needs, that is equally important when it comes to housing. A one box fits all will not work.

First, I believe all of these are important, but housing equity is already protected through landlord-tenant laws; therefore, I prioritize stability and diversity in housing. Housing stability allows residents to focus on work, education, and contributing to the local economy instead of worrying about displacement. Additionally, diversity ensures that all community members have the opportunity to live where they work.

Equity - housing is housing and should be equally accessible and fair for people regardless of income, ability, or background. Unique needs - permanent supportive housing is a critical dimension of the housing continuum and one that is not possible to scale without public investment and support; adequate supply

of permanent supportive housing ensures people who can live independently but need supportive services to manage chronic complex needs have a permanent and stable home.
We need a higher supply of housing that make housing available for people of different backgrounds
Housing at all levels is important to minimize the pressure on housing for those at the lowest levels of income.
Equity is a part of these goals. However, we need to keep people housed and create affordable options in the city in the short-mid-term while building out the supply over the long-term to solve the affordability crisis and escalating prices.
Focusing on Housing Supply and Diversity will help address the other goals.
Because they both prioritize the most vulnerable people
People should be able to live where they do and not be forced out by changes in affordability. Understanding systemic causes of housing inequity is necessary to establish, preserve, and promote housing equity. Note that the equity statement does not include people with disabilities.

What are the strengths and weaknesses of the Deeply Affordable prioritization approach?

Strength- housing for people who need it the most. Weakness- making sure the space is adequate for everyone.
Gives specific percentages, hard to track over time.
Strengths include that you are meeting your target population where they are at. Weaknesses include that you only have a limited amount of funding and lower AMI units are more expensive to fund and operate.
30 to 50% is best option.

Having housing for these income levels is essential, otherwise many who work in Bellevue cannot afford to live here. You might even consider going to 30% AMI, to support those who don't have the ability to progress/increase their wages.
Very crucial
Strength: fills a profound need that has been unmet in the city for decades. Weakness: requires significant public funding which is competitive. You can't make up for 30 years of not building deeply affordable housing on any kind of accelerated timeline. Set reasonable goals leveraging the funds available, and enact a local housing levy to support more deeply affordable housing.
Strength: This stratum of housing needs dedicated services to support it. Nonprofit housing providers excel at this work. Purchasing existing housing stock is the most efficient approach here. Weakness: below 60 AMI ensuring that housing meets specific individual social service or medical needs is a real challenge. At those AMI's specific social health resources are required.
Strength: it meets the greatest need. Weakness: it is expensive and will take a long time to create more of these units, and these types of units need wraparound services. Do not make the mistakes that Seattle has.
I need more information. This seems to partially address the needs of the community. However, lower AMI is financially challenging, as deeply affordable units generate limited revenue and require substantial subsidy to pencil. There would need to be a substantial reduction in the percentage of units required, or this method will not be utilized.
A strength of this approach is that it would theoretically increase access to the population most in need. A weakness of this approach, however, is all of the time and expenses that go into building new housing. When resources are caught up in development, services may suffer. A better approach could be to make the existing housing in Bellevue more accessible to low-income households.
increases supply at lowest price points. funding sources are the key. needs to be publicly subsidized not pushed onto market rate projects.
this question is too open-ended to be considered an evaluation

Do not like this approach. No strengths. Just weaknesses. This is a "social" engineering approach to the issue. Focus should be placed more on overall supply which will ultimately help every price point in the market. Inclusive of deeply affordable.

Strengths: this approach is valuable as it directly addresses the greatest housing need helping the lowest-income households find stable, affordable homes. This may help reduce homelessness and create opportunities for those who are most impacted by housing costs. On the other hand, since this approach relies heavily on limited public resources and focuses only on housing costs, it may not be sustainable without coordinated efforts to address other high living expenses, such as utilities, groceries, and other essential services that also affect residents' overall affordability and stability. I have also seen that people facing language barriers or technical challenges often struggle to access and benefit from the resources available to them.

Building deeply affordable housing is complex, more expensive often, and takes more time. The strength is that we can create more housing for a growing sector in the community.

Strengths - Help most vulnerable, equity approach, reduces homelessness and housing security and hopefully allowing government and non-profits to help beyond basic needs to stability for families Weaknesses - While the impact is small to me, I know this does affect mixed-income housing as well as may need more \$ to ensure sustainability. I think the strengths overshadow the weaknesses in this case

This will be a different approach than mixing -50% AMI with market rate. The models will not work. Less than 70% AMI is a different financial model.

Strength - deeply affordable housing is the most difficult to produce and site, and market forces (strong or weak) will not deliver the deeply affordable housing supply needed; this is a unique responsibility of government and other public funders. Weakness - lack of popular support in Bellevue for siting and expanding deeply affordable housing, would require political leadership and commitment to support the needs of marginalized constituencies and endure likely opposition, fewer resources to other types of housing development.

Focusing on deeply affordable housing directly aligns with the greatest need, 73% of the demand is from households under 50% AMI, and delivers the highest impact on stability, displacement prevention, and long-term community equity for families the market will never serve on its own. However, these units require more subsidy and take longer to produce, which may result in fewer total units overall, and this approach alone does not address the moderate-income workforce housing needs.
Meets the deepest need, however typically the greatest cost per unit required.
Strength: this is the area of greatest need, which is no coincidence because housing around this income level needs the most intervention and support. It covers a diverse range of community needs from individuals to families, and those that need support and those that don't. Weaknesses are that this approach requires higher utilization of resources and there is an inherent tradeoff where we produce less overall units in exchange for reaching the deeper affordability.
The strength of this approach is that it most impactfully addresses affordability for people who are least served.
Weakness: housing market will not address this level of affordability; it needs to be a separate subsidy strategy
Strength: It focuses funds on housing historically marginalized people. Weakness: It is unlikely to be successful unless there is operating subsidy. My organization focuses on housing 30% AMI people with intellectual and developmental disabilities. Without subsidy we lose upwards of \$2,600 per unit annually.

What are the strengths and weaknesses of the Resource Efficient prioritization approach?

Strength- saving money who aren't affected by housing. Weakness- it'll not contribute to a complete neighborhood. It'll be at the expense of putting people in housing.
No cost to implement.

Strengths are that you are increasing your overall stock of affordable housing which helps those across all income levels as the more collective housing, the lower rents get all around. Weaknesses is that it may take longer for your lower income populations to benefit from this strategy.
Close collaboration at every level is imperative for best value with strong stewardship of each city.
Agreed. Costs have been out of control lately. We're in the process of remodeling and expanding a three BR one BA home to six BR two BA, and the cost is \$1.5M. This is with standard finishes for "affordable housing."
Very important because of language access
Not sure why this Approach is listed here. If it takes few resources to implement, why hasn't it been done already?
The strength is expediency in purchasing existing housing stock serving more residents. Weakness: does require tenant relocation assistance.
Strength: it is less expensive. Weakness: I feel like this approach doesn't have enough detail to know whether these work? IF this is something like rent subsidies then I think that's an excellent way of ensuring the "creation" of affordable units without actually having to build them.
I need more information. I'm not quite understanding this approach, but if you are suggesting extensions to existing MFTE programs then this seems like a very quick and easy place to start.
I would need more information about how this approach would be enacted to give an opinion.
incentivize more housing overall. find ways to let the market build, then the existing housing supply will naturally become more affordable.
same as before
Better. Focusing on costs and reducing impacts to the investment is a much better approach than forcing it through "social" engineering approaches.

Strengths: more cost effective and more efficient. Weaknesses: may restrict innovation and long-term solutions.
This sounds good on the surface, but I suspect lots of these have been implemented. We need to avoid thinking we can make a dent in our housing crisis without investing significantly more money to address it.
Strengths - This approach is faster, scalable and has flexible as well it can also be low-cost in terms of finishings and final product Weaknesses = No innovation, superficial response only - Sadly the need is NOW, so faster is better though quality materials, products etc. should be used to ensure dignity of renters as well as durability/maintenance of property
I am not sure what you are targeting with this question.
Strengths - easiest to implement, least resistance, politically feasible. Weaknesses - doesn't address highest levels of need, is a passive strategy to addressing housing needs.
Strengths of a resource-efficient approach include stretching limited public dollars further, moving faster on implementation, and leveraging existing tools and policies that can scale impact without major new funding, allowing Bellevue to show meaningful progress sooner and support a broader range of units across income levels. The weaknesses are that these strategies often do not reach the lowest income households who have the greatest need, rely more heavily on market forces and partnerships to deliver the intended affordability outcomes, and may not be sufficient on their own to meaningfully move the needle on deeply affordable production or long-term affordability without additional targeted investment.
Lowest cost and leverages existing resources, but may not meet the deepest needs which may require intensive services
This is a good strategy that should necessarily be a part of any broader strategy, but resource efficiency alone will not solve the housing crisis when we have escalating hard and soft costs that cannot be easily changed by the City. In other words, there are fixed costs that will not be overcome with this strategy. The strength is that the city can do a whole lot of this and find ways to complement other efforts.

Weakness: it's not clear what this means or how it will move the needle, but the strength could be that it does not add additional cost to housing production (which should be the goal)

Strength: It will maximize number of units. Weakness: It won't create housing for 50% AMI.

What are the strengths and weaknesses of the High-Impact prioritization approach?

Strength- capture the most levels of income variables. Weakness- this is not the reason for affordable housing. Building housing for the lowest income levels and allowing all income groups to live in well-built units would be more desirable. Tiered systems of housing do not prioritize housing for all.

Less affordable but quick turnaround

Similar to approach two, you are creating more housing which will benefit those across all income levels. This approach makes sense to me as long as you have resources built into the buildings and have subsidy to support those services.

Permitting and leveraging density, how FAR moves this deeper.

Agreed. Timeliness is essential, as are maximizing the number of units that come online. I don't see a downside, unless bringing them on fast and cheap results in a short life span for the units.

Strength: Maximizing housing deliveries does increase the overall supply, which Bellevue desperately needs. Weakness: It does not accelerate delivery of more deeply affordable housing which Bellevue needs more than any other type of housing.

Strength: Again, purchasing existing stock is an efficient and immediate strategy. Weakness: Requires tenant location and potential light renovation prior to occupancy.

strength: using 80% AMI strategies can include the market rate development sector. As we've seen in Wilburton it is the most efficient producer of units. Weakness: even with the quickness of the market, it still takes a long time to actually build units!!!
I need more information. This is a great goal and if you can reduce permitting timelines for multifamily housing, that would greatly expand the number of units in the MFTE pool. Projects of scale take at least 2 years to build. It takes at least 2 years to get design review approval and a permit in Bellevue. Whatever you can do to cut down time to delivery would help.
The main weakness of this approach is that it doesn't increase access for the people in the most need of affordable housing.
create a true incentive. off-set 80% units in market rate projects with real financial off-sets, e.g. MFTE
quality over quantity
Do not like this approach. At the end of the day - builders need to be incentivized to build this type of housing. And I am not seeing any incentive here based on this approach.
Strengths: visible progress in the short term. Weaknesses: as previously noted, it may not be as effective as intended
Building more housing faster will hopefully have a positive impact on all levels of housing. This should be a priority.
Strengths - Provide housing options for families with low to moderate incomes and avoids their displacement, Weaknesses - Doesn't solve for most vulnerable populations
This is similar to question 1. Less than 80% AMI is tough to model. People won't deploy this strategy with market rate housing. Code requirements, cost, fees and implementation will take its toll on the underwriting.
Strengths - ostensibly faster housing production, opportunity to support/incentivize existing developers. Weaknesses - "as fast as possible" is

easier said than done (all external factors considered) and may lead to unmet goals and disappointment among constituents, doesn't address the highest level of need.
This approach is strong because accelerating production at scale is essential to meaningfully address the regional housing shortage and improve affordability across the entire income spectrum. Increasing total supply quickly can help relieve pressure on rents, expand options, and allow Bellevue to keep up with projected growth. It also enables faster delivery of affordable units overall and demonstrates visible progress to the community in the near-term.
Positive for missing middle housing. May not meet the deepest needs of affordability and service
Weakness is that this misses the deepest and most pervasive housing need in the community. If the programs target 80% AMI, you are using vast public attention and resources to just create housing affordable to an individual making ~\$85k. We can also use permitting reform and incentives to get to these units. We can walk and chew gum at the same time and not focus the entire AHS update on higher AMIs when the market can play a partial role here.
Strength: additional supply at all affordability levels (including above 80% AMI) will help the overall housing ecosystem
Strength: It creates much needed housing which has been shown to reduce homelessness regardless of affordability. Weakness: It neglects affordable housing options for low and extremely low-income households.

What are the strengths and weaknesses of the Equity First prioritization approach?

Strength- anti displacement. Weakness- it will be at the cost of future use of the space and won't house everyone in the area who needs it- non innovative and not inclusive. Housing innovation is needed.
Needs that are now versus future needs

Strengths are that you are serving populations that have been historically underserved, which is very important. Weaknesses are that the City is limited in resources. By increasing overall number of units and ensuring community is engaged utilizing an equity-first lens, it feels a few of these strategies can be combined to increase housing units while leveraging City of Bellevue's funds and serving underserved populations with both housing and resident services.
Go for maximum with supportive services. Close review of sustainability.
Yes. This approach can make up for the redlining that boosted white family wealth and held others down in the past. That wealth has grown and been passed on to younger white generations, and this could make up for some of that. More is needed, however. Perhaps connect to WA state's Black Home Initiative
Listening and understanding needs
Strengths: Allows Bellevue to focus efforts on providing deeply affordable housing. The lowest income earners in Bellevue are the people most impacted by Bellevue's zoning policies which have restricted housing growth in the city over time.
Weakness: programs are difficult to tailor to meet those in the most need. Strengths: geographic and economic qualifiers seem to work best here.
Strength: unclear, except social justice people will like it? weakness: have no idea how it will actually solve the problem.
I need more information. If the goal is volume of units at a lower AMI level, this approach does not seem like the fastest way to get there.
The strength of this approach is that it would likely have the most significant impact on the people in the most need. A weakness of this approach would be coordinating the necessary components to make this approach effective.
increase housing supply of all types, rental, home ownership, etc. across the city and this will increase housing opportunities for all.
what

Only weaknesses here. Again, this would be a "social" engineering approach. That is not the answer. The focus needs to be on supply AND zoning. If up zoning needs to occur or modifications to zoning in order to deliver to this segment of the market - then council/staff should look at that approach rather than inequities.
I like this approach because it supports the most impacted communities; however, it may reduce the supply of new affordable units in the short term. I suggest limiting resources to balance impact and resource allocation.
The challenge is that systems that have led to these inequities are complex and entrenched. It will take time to start to dismantle them. We need to focus here but need to find ways to build housing as well.
Strength - Intent to actually tackle policy inequities and level the playing field which is great but Weakness - long-term and we need housing units now and to do this concurrently
This is a grist approach. But will not be deployed by market rate developers.
Strengths - could be implemented as homelessness prevention, could be opportunity to address historic inequities and injustices in Bellevue (e.g. impacts of Japanese internment), opportunity to articulate Bellevue's vision of housing equity including diversity in type, income, and background. Weaknesses - could limit creation of new housing if not implemented with overall housing goals in mind, "those most impacted by housing issues" is vague and could be interpreted in such a way to prevent progress toward production goals (e.g. low density residential preservation).
This approach is powerful because it centers the communities most impacted by displacement, exclusion, and rising housing costs, strengthening community resilience and improving equitable access to opportunity. However, if these strategies are not paired with actual production funding and resources, they risk not delivering the scale of new affordable homes needed; equity commitments alone are not enough without meaningful investment that translates into units on the ground.
Has impact for future growth within the sector, but take a lot of time and effort and cost to achieve.

Equity should be a part of any strategy that the city pursues. Separating it doesn't make sense because, for example, there is disproportionate impacts baked into racial income demographic data. This means that going for lower affordability levels will naturally have some element of equity. Equity can, however, be more than the other efforts. It's also about HOW the city includes groups historically excluded from discussions and decision-making. Include groups early, evaluate RFPs with equity criteria (in addition to other criteria, of course), work with and pay CBOs, and center culturally responsive designs where possible. These are all strategies that live WITHIN the city's processes and practices that can be paired with other strategies to directly build affordable housing at every income level.

Weakness: "displacement" is often used to limit density, when a higher density can actually preserve existing stock because additional density allows more units to be produced on a smaller footprint

Strength: It demonstrates an understanding that housing inequality stems from intended systemic policies. This approach would prop up Bellevue as a moral agent working on behalf of its residents. Weakness: It creates fewer homes.

How can Bellevue address challenges or balance tradeoffs when prioritizing actions?

Overall, building housing at a mass scale- the city should not build housing and ask for feedback from CBOs. Community groups need to help co create these spaces to help prioritize needs and balance the tradeoffs as required in context specific housing

Not sure except look at future layoffs

Housing production and ensuring it happens quickly and safely should be a key goal for the City of Bellevue. If we have more units created, we can house more people.

Trust the foundation set by the Technical Advisory Group and the work on Wilburton.

Update zoning and permitting to reduce costs and allow more mixed use. Ensure transit systems remain affordable and are near new developments.

Look at grassroots organizations who cannot afford to buy their own homes
Find ways to generate income to subsidize construction costs and rental assistance for deeply affordable housing. At the same time, streamline entitlement processes to move more housing projects forward more efficiently.
Bellevue should prioritize producing more housing of all types and measure results of its existing policies and programs. Don't be afraid to try and fail. Pursue multiple strategies simultaneously.
You need multiple actions, not just one. Otherwise, your approach to AH will fail. You can do many things, I believe in Bellevue!
I would recommend reducing impact fees (at a minimum for income restricted units), reducing permitting timelines or limiting ADR review cycles, relaxing affordable unit locations within a building, and offering different AMI levels and percentages that make sense.
I believe that working closely with organizations that know a lot of the stakeholders in making housing more affordable in Bellevue would be able to inform the tradeoffs that may need to be made.
Create true incentives that make it MORE likely that housing is built. Many "incentives" do not work or are counterintuitive. Real incentives are quantifiable and can be easily reflected in the economics of a project.
use an equity matrix
Bellevue needs to create a culture and environment that overall stimulates supply. No matter what the proposed housing may be - it has to be better than taking 5 yrs to deliver units based on permitting timelines and the amount of permits needed. This HAS to change.
Bellevue can address challenges and balance tradeoffs by engaging with communities to understand their most significant issues and making decisions based on their input.

You are doing a great job of listening, gathering feedback, and next you need to be courageous and make sure to boldly invest in strategies that will move the needle on this crisis.
Include the voices of the most vulnerable and actually respond to their needs or provide feedback when you can't
Be mindful one shoe does not fit all.
Establish clear values and goals - how many units, what types, and why that's important for a thriving and equitable community. Keep focus on long term, acknowledging growing pains with new development is normal and subside over time, considering how the Bellevue City Council in 50 years would think of the city's actions and if they were courageous or expedient.
Bellevue can balance these tradeoffs by pursuing a blended strategy; accelerating production where possible, while also securing new and predictable sources of funding, like a future housing levy, to ensure the City can invest in deeply affordable homes at the scale needed.
Providing some solutions at all levels of affordability is better than providing only solutions at certain levels.
If the city of Bellevue is truly interested in meeting its 5,700 affordable housing goal or its Countywide Planning Policies residential housing targets at all income levels, it will need to consider bold solutions outside what it has typically considered. This may take a lot of community conversation, but tough public challenges require tough responses from cities. The city can also minimize tradeoffs by removing permitting and review barriers from ALL projects, not just affordable projects. The city can use its stated values to be welcoming and innovative to expand opportunities to those most in need.
Whatever policies are adopted write them in such a way that allow for exceptions when they would achieve intended outcomes. For example, most public funders want to maximize the number of housing units produced. Ergo, funding applications and implementation policies are biased toward large multifamily tax credit projects. Those policies present challenges for developers of scattered site housing which is a real housing need for people with intellectual and developmental disabilities. The Department of Commerce has done a good job

with their housing handbook they built in the ability for developers to petition the project manager for exceptions when they make sense. Continue to include stakeholders including industry practitioners, those with lived experience, and those who serve them.

Which strategies should be prioritized immediately, and why?

AH4- current land use, zoning and permit regulations obstruct or hinder the development of affordable housing. There need to be updates to the code to incentivize and prioritize affordable housing. There need to be more units to house people at the lowest income levels and give everyone the ability to live in well designed, innovative housing typologies

Take into account cost of living

All of these strategies are well thought through and viable. Community engagement and education should be done soon and that is something that is able to be done in the short term. It may be easiest to implement the policies relating to zoning and code changes (AH.4 and AH.8, UN.1, UN.2, SD.1, SD.3 etc.) most quickly as these are policy changes. Exploring alternative revenue sources will also help plug affordable housing gaps for developers, as well as leveraging the City's land to reduce land basis on projects. Workforce engagement and training is also a key goal here but there is also the concern that this might be too much for one City to take on. These are lofty (but awesome) goals!

C1 best path and identified by the TAG. Non functioning faith communities' property.

Fund nonprofits to purchase existing stock because it is the most efficient and immediate path.

FYI this is a really bad way to do this because I have to toggle back and forth. The one that should be prioritized is the vouchers one. It is the best one to "create" low-income AH without having to build.

AH.4 & AH.8 - the quicker we can get units on the market, the faster we can help solve this critical issue. PLEASE NOTE: All multifamily housing in Bellevue is affordable housing. With a median home price approaching \$1.9M, translates to an \$11,165/month mortgage payment. This is completely unattainable for a huge portion of the population. Inventory is sparse on the Eastside, so most people who move here HAVE to rent. Even market rate housing is affordable housing. AH.10 - extending MFTE helps ensure existing residents in the program aren't displaced from their homes. UN.2 - Would support a reduced number of MFTE units for an increased percentage of 2-bedroom units provided in the program.
AH.6 because increasing affordable housing access also needs the buy-in of organizations that can help support people in maintaining their housing.
increase supply. expand real incentives. expand 80% MFTE and supercharger options.
seriously
I recommend AH 3 and 10 because they can be implemented immediately and are likely to deliver impactful results.
Affordable Housing - the greatest need, affordable for all levels of income, abilities etc.
#3. Using 80% AMI. Berk undervalued the true benefit of the MFTE Program
AH.8, AH.11, HS.3 - AH.8 & AH.11 are within the city's current control and are intended to maximize the city's existing resources to boost production, and HS.3 represents investments in preventing homelessness before it happens.
Housing Supply & Diversity strategies should be prioritized immediately because increasing the overall supply of homes is the fastest way to begin relieving pressure on rents and creating more options across income levels. As Bellevue continues to grow, moving quickly on production-oriented strategies will help ensure we keep pace with demand, support affordability in the near-term, and create a foundation that enables deeper affordability and equity-focused investments to succeed over time.

SD.3 missing middle: to expand opportunities. AHS.1 Increase revenue: to meet the funding challenges of all housing

Affordable Housing Requirement in HOMA and BelRed - the city can't go back and implement this strategy later if it gets further behind in its affordable housing goals (legally speaking). This also includes affordable housing in mixed-income communities which doesn't concentrate modest-wage housing in certain areas--that's unfair and inequitable. The City should also consider new revenue tools to increase funding for both ARCH and operations of its new Office of Housing. The city can continue looking at code-based policies and permitting/efficiency-based solutions, but these have a limit. Ultimately, more funding is needed.

AH.4 Create a permissible land use code for affordable housing; AHS.2 Calibrate affordable housing incentives and requirements.

Are there any strategies you think would be difficult to implement or might face significant challenges?

The challenges will appear when affordable housing is built but does not take into account the needs of the people. Co creating these spaces with residents' needs will need to be a priority. People want to live in place, have dignity in housing, live close to transit and work opportunities. Creating such housing will be challenging- but co creating these spaces will give the city a better needs assessment and details before actual plans are put in place.

No, but thank you!

AH.9 may be better implemented by a third-party with Bellevue offering subsidy support for trainings. Some policies about increased revenue or Bellevue acquiring land for affordable housing will be more difficult from a legislative perspective.

Rental registration and inspection programs create costs and are inefficient. Problem buildings should be addressed directly through investigation.

You should absolutely not do the rental inspection department. This has only created more bureaucracy in Seattle. Why on earth would you implement that strategy????? All it does is make housing more expensive for people.

We already have strong renter protections in Washington. If the goal is to get more affordable housing, we should focus on implementing strategies to increase supply rather than adding more regulation to existing supply (which does nothing to grow the number of housing units).
HS.2 would be incredibly important to implement, but there would be challenges. There is currently no voucher access at all in King County.
80% or lower units required in market projects will lower overall supply. Some projects may get built, but it will prevent many others from being feasible.
omg
AH 7, if its implementation requires a tax increase.
All of them - finances are tight and zoning rights are restrictive and incentives are low
AH.4 is a long, contentious process that may delay or incumber new production more than it eventually boosts it. AH.10 - affordable housing is already subject to oversight and other performance requirements by existing funders, implementing additional oversight could be redundant and requires additional resources from both providers and the city.
Yes. strategies tied to Housing Stability are likely to face the greatest challenges, particularly because they require sustained and reliable funding streams to be effective. Without new dedicated resources, it will be difficult to scale eviction prevention, rental assistance, and community stabilization strategies at the level needed. These approaches deliver critical outcomes, but they are especially vulnerable to budget limitations, unpredictable funding cycles, and competing priorities, which may make implementation and long-term durability more difficult.
AH.7 local revenue is always a challenge in tight times. AH.9 increase capacity also increases costs for housing
new revenue would face significant hurdles, but I'd argue it's worth it. Look at the success of Seattle's housing levy, which supports tens of thousands of families. I'd also say that equity is easy to support at a high level, but it's unpopular at the

implementation level when status quo power and entitlement cause political resistance (ex: going further than HB 1110 on middle housing was quite difficult, despite the resounding feedback from the private and nonprofit housing community that the state baseline was insufficient in most ways if the city wanted to see actual development)

Do you see any important strategies missing from the list?

Anti displacement.

Ensure regular reporting on housing goals and results of policy and programs. Consider a housing levy as a way leverage public dollars in supporting this priority.

disincentive profiteering by taxing vacant homes and undeveloped buildable lots

I don't see any mention of utilizing market rate developers to assist in providing housing at all levels. Any AH strategy must address ALL levels of housing otherwise it won't work. This is an ecosystem.

There is nothing related to the actual barriers to producing more housing - higher construction costs in Bellevue compared to Seattle, long permit timelines (Seattle recently waived design review in some areas), high impact fees, etc. If we can reduce costs, we can get more projects financed. We source institutional capital, which means our projects are competing with financing for projects in markets all over the country, some with 6 month permit timelines. Bellevue is a great place to live and work; there are ways to improve the entitlement process to expedite and incentivize housing.

analysis of removing all reasonable barriers to housing development, e.g. permitting, zoning requirements, energy code, fire code, etc. anything that adds time or cost reduces supply. remove all barriers, ramp up unrestricted housing production, and allow existing housing stock to fall in rent level.

One strategy that seems to be missing is fostering partnerships with other cities and counties to address affordable housing. Collaborating regionally can help share resources, coordinate policies, and create a larger impact in increasing affordable housing options across the area.

I believe the value of the MFTE Program is undervalued in the study.
Articulating the values and vision of Bellevue's affordable housing strategy, particularly around the community importance of deeply affordable housing and housing services for marginalized groups
One important strategy that could be strengthened or added is establishing a dedicated local funding source for affordable housing production and preservation. Without predictable, ongoing revenue; such as a housing levy or similar tool. Bellevue may not be able to resource these strategies at the scale needed. Reliable funding is foundational to ensuring that the goals across all five areas can actually be implemented and sustained over time.

Do you have any concerns, questions, or feedback on the proposed strategies?

It's important to create affordable housing without disincentivizing investment in market rate housing. The more diffuse the source of revenue for affordable housing or cost burden the better.
Seems apparent whomever wrote the survey and the policies does not account for the open market to address housing needs. No discussion of simplifying Bellevue state-worst entitlement and permit process. Fixing Bellevue's expensive code interpretations, etc. The takings associated with market financed development that continually drive the cost of producing housing up.
I am extremely concerned about the rental registration policy. This is a terrible idea.
See my note about addressing the entitlement procedures. Additionally, I am concerned the City will get bogged down in certain strategies that don't prioritize supply, which is the stated goal. A rental registration office is going to bog down the system and make things more complicated than they need to be.
Narrowing down the strategies to prioritize resources going into the most effective paths forward will be more likely to deliver results sooner.
concerned about any policies that rely on less than 80% units in market rate projects. Very hard to find a true "incentive" for less than 80%.

My concern is that efforts to improve affordable housing should avoid raising living costs for existing residents and ensure safe living conditions.

Many strategies are too broad to meaningfully comment on - while they may represent a good general disposition, it's unclear if the blue sky strategy will translate to action. Strategies should be specific, actionable, accountable, and understandable to a casual, low-information audience (e.g. someone who just moved to Bellevue and knows little about housing policy/jargon or the state of housing affordability in Bellevue).

Yes. I would recommend explicitly including homeownership within the Housing Supply & Diversity section. Homeownership is a critical pathway for long-term stability, wealth building, and closing racial equity gaps. I also suggest establishing clear production targets for ownership units so the City can measure progress, hold itself accountable, and ensure the strategies translate into actual units delivered over time.

All options should be reviewed. There are no singular solutions to a complex problem.

Do you have any other thoughts to share regarding the Affordable Housing Strategy (its goals, priority alternative scenarios, strategies, or otherwise)?

It would be great to evaluate these strategies against other City's affordable housing strategies to compare what has and has not been successful. It is always great to look at numbers and data.
Read carefully the transmittal letter of the TAB to the City Council.
Affordability mandates should be avoided to encourage production of all housing types.
The prompts in this survey are a bit difficult to respond to without more information.
build, build, build!!!
Thank you to staff and partners for the work and thoughtfulness in updating this strategy and engaging the community throughout this process. This is complex work, and the continued collaboration, transparency, and engagement with stakeholders will be essential to make sure Bellevue can successfully implement these strategies and deliver the housing outcomes our community needs.
Please continue to involve HDC and our Eastside Affordable Housing Coalition members. We care deeply about being a good partner to the City of Bellevue and helping to find a realistic, but meaningful, policy balance. Thank you for your work on this important topic, especially as the proposals become more concrete.

Appendix E: Information Session Feedback

What stands out to you in terms of community needs?

It appears there is a focus on locating properties on transit-oriented areas. That helps lower income renters more easily access jobs and community services. Still, there are areas, not immediately adjacent transportation (public) that could be allocated towards affordable housing as well. See South of Surry Downs adjacent to office complexes, which are close enough, but not utilized effectively to address our city's shortfall of affordable housing units.

--

One of the things that stood out to me was how many different income levels are affected by affordable housing issues in Bellevue. I work with extremely low-income

individuals so seeing the impact on the other end of the spectrum was very informative.

--

Bellevue is not totally unique but has more high paying jobs than available housing and is a desirable place to live. Market forces have driven housing prices much higher than incomes and prevent many people with average or lower incomes from being able to live here. The City of Bellevue is considering intervening to increase housing intervening to increase housing density and limit is pricing and availability for those with below median incomes.

--

Responsible development should income incentives for community such as workforce local hire/ workforce development. Prevailing wages paid to the workers so they can build/work/live in the community maybe even at one of these affordable units. Responsibly built, making sure the incentives offered to developers return the value to the taxpayer, local economy and workers.

--

The need for voucher programs and similar ones that keep people house. Need to strengthen stability by holding landlords accountable.

--

Variety that matches household type, cultural, accessibility, age, and other needs. Housing costs that don't overburden residents. A way for people to live in Bellevue that also work in Bellevue to help with it being easier to get to work (lower commutes (transit costs)). Middle and large multifamily housing. Locality to public transit. Locality to parks, stores, and resources. More in downtown where a lot of our jobs are.

--

The complete and total lack of housing for those below median income.

--

Bellevue has 30% seniors. The affordable housing has very little units for the seniors. I hope to see more communities for seniors and affordable housing.

--

While there are many affordable housing units spread out throughout King County, the number of units is still very small compared to the need. Many areas especially the single home zoning areas have very little to none affordable housing opportunities. While the AMI is quite high in Bellevue, there are many people below the AMI line which can't afford homes because developers are only building or units for people with deep pockets and million plus budgets.

--

The cost burden on Bellevue residents - how can people find stable housing.

--

The locations are very good, close-by to the shopping areas and transportation. Hopefully we could have them ready soon since so many young people got laid off from jobs. Can't afford the high rents, would need help. Thanks for the city's projects!

--

The need for better communication and accessibility of housing information for residents across all income levels and life stages. Many residents, especially service members and their families face frequent relocations, income adjustments, and transitional housing challenges. That information about affordable housing programs, eligibility, and support services is easily accessible and updates regularly can help these families remain stable and connected to the Bellevue community.

--

Many of the lower-paid employees in Bellevue can't afford to live here, which contributes to the big traffic problem! Helping people cut down their commutes increases quality of life and reduces environmental impacts while also benefiting the local economy.

--

We need funding for these programs now. We must start immediately to fund and worry about making it available to more people as we go. I really like the idea of the condo/coop at u-lex. I believe the information and data collected are great. In my opinion you should begin with services workers earning \$30-60k a year.

--

Everything is important and [Crossed out] gives me great pleasure today to participate here, since it is important to continue working on housing for everyone,

but I keep thinking: how will they achieve the goal of no longer increasing the rent, and [Crossed out] that wages rise to the same level, as do utilities, gasoline, and food? For now, I am very skeptical about how—and how soon—you will get this balanced. Hopefully, rents will be regulated soon, and single young people and single adults will also be included in this.

--

The high percentage of low-income families, where even if families have two or even three jobs, they lose time that cannot be regained (I mean that they either work to pay the rent and survive, sacrificing time with their children and loved ones, because if you don't work to pay the rent, where will you live? You either work or spend time with your loved ones). The lack of support for single student individuals, regardless of age.

Which of the five goals do you hope Bellevue focuses on most over the next seven years? (1 is most important)

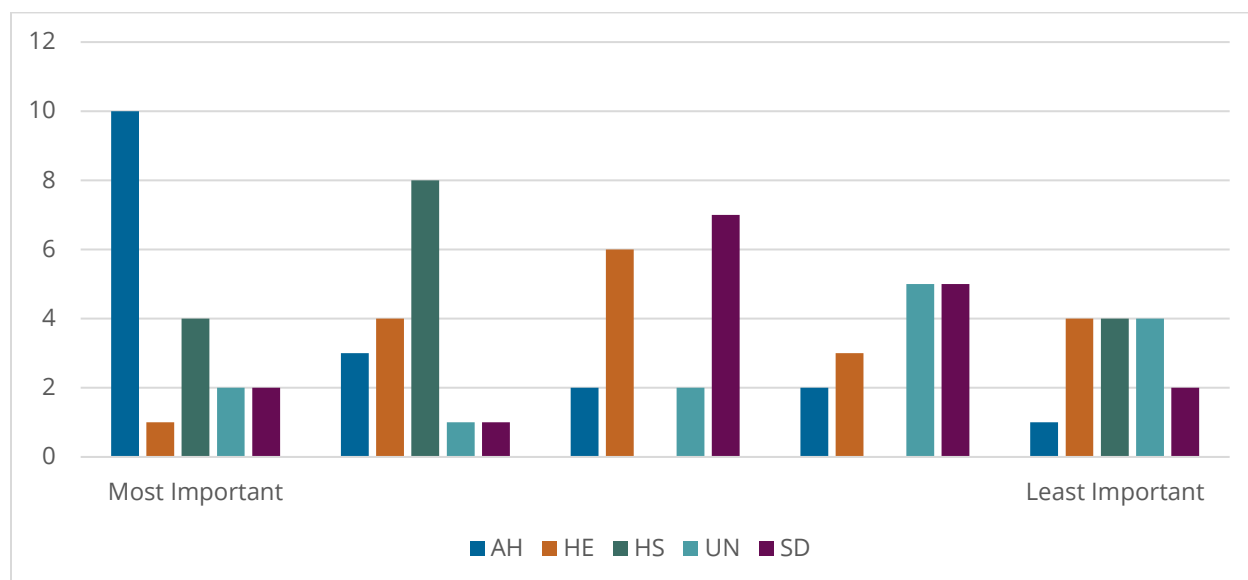


Figure 2: Most Important Goal, Open House Responses Nov 2025

Why do you hope Bellevue focuses on that goal?

The need is great for all income levels 30% - 120% and persons from all communities. Do not just focus on homelessness. All levels need attention.

--

In my experience, housing stability needs to be the primary focus in order to help keep the most Bellevue resident. With the HCV waitlist closed, the most vulnerable Bellevue residents are facing the greatest hardship.

--

Housing supply being created injects money into the local economy and sustains other businesses. Broad sweeping development - specific needs seems to address all issues why prioritizing larger group needs first

--

Housing stability is extremely important. I moved to Bellevue on a Section 8 voucher and became unemployed about 3 years later. Its been very difficult to secure rent assistance as I navigate the stages of my job search

--

Aging community and low availability for people who need additional accommodations

--

If we have adopted more universal design, we can help to meet more unique needs without putting this as a priority

--

AH: not enough units are pushing people out of the city due to high rent prices and fast increases

Housing equity: offer more opportunities like ARCH housing and rental options that help lower income individuals buy homes

HS: landlords feel the market is under their control so they test rent and house prices as many units get offered over asking price or multiple offers.

UN: Older people often retire away from Bellevue due to the high cost of living an expensive cost to own a home.

SD: Provide different housing opportunities like HOMA for young professionals and single low income individuals

--

0-30% for affordable housing

--

Housing for unique needs is important but I think the others are necessary , especially affordable housing and housing stability before we get there. Unique needs are part of "diversity"

Housing on the whole has become unaffordable for so many! On Equity - I heard African immigrants tell how much they are being overcharged, not fair to treat immigrants differently!

--

Should connect with local construction experts and they make like to donate some time and expertise

--

Bellevue's housing future should make space for those who serve the nation and community. Including service members family in affordable housing discussions ensures policies are comprehensive, equitable and sustainable

--

AH: we have a lot of commuter and hidden homeless; HS: keeping people housed is cheaper and better for them then ending up on the street; SD: retirees, young families, and single people all have very different needs

Do you have any concerns, questions or feedback on the proposed strategies?

Foundational - Dollars truly need to be released to encourage local affordable housing developer, those that know the business of predevelopment, construction, management, and sustainability from living this business every day for decades. These operators know all of the idiosyncrasies of affordable housing from every aspect and can be most helpful. Outside conglomerates that don't have a true local interest are more focused on development fees and annual distributions, in my opinion

--

I think the majority of the proposed strategies would have an impact on the housing crisis in the greater Seattle area. My greatest concern is that some of these strategies aim to assist sub populations that still have more resources than others. I believe strategies that benefit individuals below 50% AMI should be prioritized

--

It can be difficult to predict their impact, but shifts in technology employment due to AI and other issues have led to many layoff of well paid employees of major companies in our area in the last few years. This could reduce prices and demand if the trend continues.

--

In my experience, a lot of the contractors that build affordable housing are interested in making the most money possible even if that means exploiting people that actually build the project --> substandard wages, no breaks, no obeying overtime laws, and sick leave laws. Focusing more on production than safety, etc. Please ensure those projects have labor standards, apprentice utilization requirements, and priority hire zip code requirements. The people building these projects should be treated with dignity and should be able to afford to live in the community they build. Thank you!

--

There needs to be focus on keeping people low income or in transition housed. As well as support to those living in vehicles as they want more housing in our city

--

Housing for unique need - make sure resources like grocery and other shops are near by for seniors or people with disabilities

--

I appreciate the effort in engagement. I'm delighted to see the alternative ownership idea is being entertained. I hope the city builds more affordable and useable communities for seniors, large enough so that the seniors may be "aging in(the) place" and has some room for caregiver and life changes/mobility changes. I hope to see more efforts in promoting the universal design to accommodate more people with different needs. The 80% AMI is probably not applicable to me, but the high utility bills especially the storm water, water hurts seniors.

--

Interested to see what kind of incentives can be offered to developers in order to accept more low housing units as Bellevue increases housing density to include residents from all financial backgrounds. Also work done with more community facilitators to make sure these low housing opportunities are going to the right people/families rather than people "who are in the know."

--

Investment in the 0-30% AMI level

--

Thank you for checking with the people in affordable (subsidized) housing for their input. They know more of the nitty gritty of the system and the housing than

others. Providers have a bias and want to persuade us to fund them. You need to hear from the users!

--

a key concern is ensuring that the proposed strategies include flexible criteria for those whose income levels or housing stability fluctuate due to military service or deployments. Service members sometimes fall just above traditional AMI thresholds, disqualifying them from certain assistance despite facing housing instability. Bellevue should consider creating "transitional affordability tiers" that support moderate income earners particularly those serving in essential and public safety roles. Additionally, partnerships with federal and state veteran housing programs could strengthen the city's capacity to meet its housing goals efficiently

--

The language that was used was not understandable to me, [Crossed out: especially] it is very technical, since I do not know how to share it with others in my own words.

--

Use more digestible language, not so technical, to better understand the message.

Any other questions or feedback?

Office of Housing should consult with organizations, community, labor, etc. to have a more comprehensive approach/discussion to the development being built with public monies, grants, and exemptions

--

Snacks were great, thank you very much! It's always a treat seeing Mr. Zimmerman - JK!

--

While my pretax income was only \$25k last year, the building chooses which tier my apartment is, so my rent is much higher than the rate my income qualifies for.

--

I don't feel like the City of Bellevue cares much about what's going on in these buildings.

--

It is great to see the progress and next steps. Bellevue is so unique I wonder if there is a need for it to establish its own Housing Authority.

--

This AHS is a lot of work and includes a lot of moving parts and out of the box forward thinking. I appreciate the work so the city of Bellevue and their officials are doing to provide affordable and equitable housing in this beautiful city

--

Thank you!

--

We wish city can support local biz and engineering firms. We pay taxes for city. Vote for city leaders. Please think of ways to connect more with local building/construction businesses. Thanks!

Appendix F: Public Survey

What do you hope Bellevue focuses on most over the next seven years?

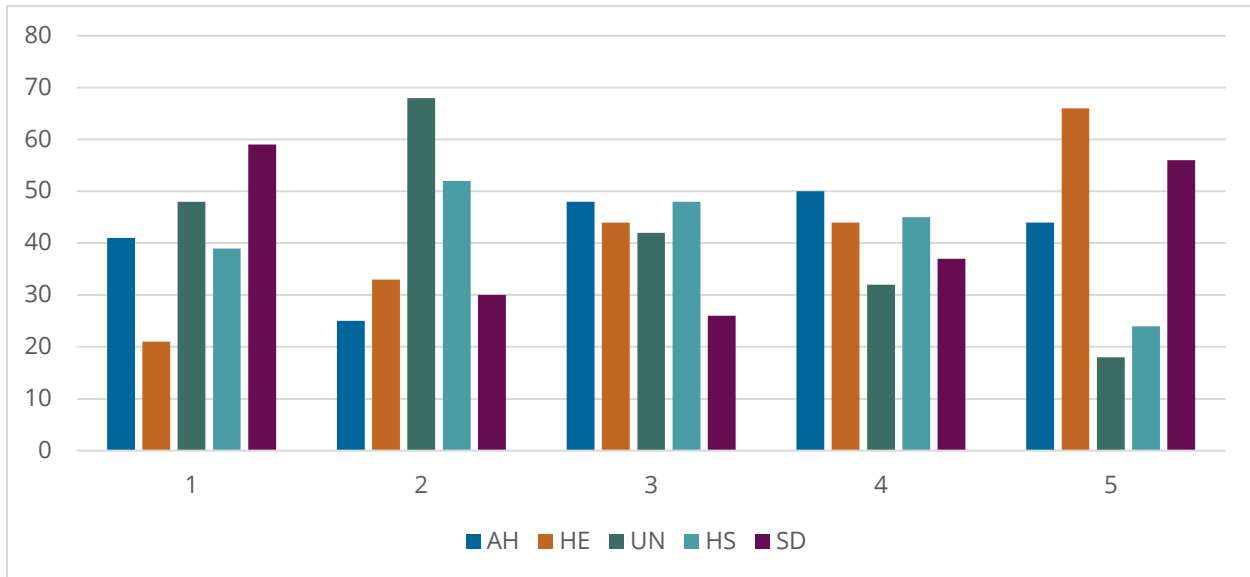


Figure 3: Top Focus Area, Public Survey Responses Dec. 2025

Is there anything else you think we should focus on when it comes to housing in Bellevue?

Hi I'm now homeless after 10 years in my apartment. I left believing I had another place lined up. But after I put my deposit down, had my section 8 paperwork I was denied because of my credit report. A year and half ago I broke my back and finances was tied to a strict line. I also have SSDI from other medical problems a few years back. I worked for 35 years, solid before that as a Bartender in some of our nicer houses. Anyway, I got a hold of ARCH and Housing Connector only to find the 2 places that are available to me are not suitable for me. Have you seen these places. I'm trying so hard to find a nice place for me to live. Thanksgiving is coming up and my kids (adults now) are asking about what we should do. I always make dinner at my place. They have their own lives and sometimes I can stay with them in their respective homes but they are short on space as well. My question is, if I have the funds for a decent place why can't I get an apartment that's suitable. My credit cards haven't been paid but my rent has never been late nor has my power or any living condition bill. Only credit cards because as soon as I recover I'll work on those but till then I'm homeless. Oh yeah, right when I had to move out the transmission in my car went out in the car I'm still making car payments on.

Yes -- NOT EVERYONE WHO WANTS TO LIVE IN BELLEVUE IS ABLE TO LIVE IN BELLEVUE!!!! Stop with the fallacy of "everyone at any income level should be able to afford to live in Bellevue." This is NOT POSSIBLE. I am retired. I have not yet applied for social security, although I will be 68 mid-November. My income each month comes from selling assets in my portfolio. I chose money over passion for my career, I worked hard, and I saved a lot. I bought my house in Eastgate almost 32 years ago. Could I have afforded to purchase in Somerset and have a fabulous view? NO!!! At that time, I'm sure that Eastgate was a relatively affordable neighborhood in Bellevue. Could I buy my house today? NO!! Could I buy anything in Bellevue today? NO! I have NEVER thought that I should be able to live anywhere I wanted to. That's a ridiculous way to think. Face it, Bellevue has become bougie. I think Bellevue should work to keep its current residents who want to continue living in their homes, to not be forced to move because they cannot afford e.g. the crazy expensive property taxes, or home insurance, or rising utility costs (PSE and CoB).

Maintaining the character of existing Bellevue neighborhoods

Middle income housing for older adults who are no longer working and are on fixed incomes. Helping older adults who want to downsize and free up housing that would be available for families with children to find suitable housing while still staying in Bellevue.

Sufficient outreach so that possible tenants will be able to find this housing. Fucus outreach on financially vulnerable or homeless community members

Low-income housing, or housing assistance for low-income people would be my highest goal. As a part time retail worker, I don't think there's a single place in Bellevue that I could afford to live on my own, even if I spent my entire paycheck on it. As it is now, independent living is completely unattainable for me.

The goal should be to increase affordability for people who want to buy houses, not just rent. Buying a house is what allows people to change their perspectives and build wealth. All I see is an increase of expensive buildings that are only for rental. This increases the wealth of owners (I'm one of them) but does nothing for the people who want an opportunity to buy a home.

Maintain character of existing single-family neighborhoods. Implement design controls and oversight, especially where higher density is proposed.

When expanding affordable housing, ensure that there is infrastructure to support more density in the neighborhoods being impacted.
Show virtually how this type of housing can be obtained by demonstrating the steps to follow from start to end.
I'm concerned that policies targeting specific genders or races may inadvertently create reverse discrimination against groups not included in those protections. For instance, what happens when a lower-income individual from an excluded group is passed over in favor of a higher-income person from a protected category? This could undermine the program's credibility and foster resentment within communities that feel overlooked.
We need more housing for all kinds of families creating mixed neighborhoods. We should avoid creating neighborhoods for just one kind of economic class. Avoid situations where the wealthy live in neighborhood A, while the working classes live in neighborhood B with segregated schools. I would like to see neighborhoods created with more density and more walkability and homes of all value types. Density would also make public transit more feasible. Transit is hard to plan and afford in an area that is too sparsely populated or unwalkable. However, people will always need cars, as transit may get you to work but not necessarily to your store or your pediatrician. So, even though it's expensive, parking needs to be part of, and required together with, denser housing. Affordable housing might need to be subsidized until such time that we have made up the backlog of housing units for the population. Market rates are always too high when there is scarcity.
Reduce or remove regulations that prevent building housing and lower cost housing.
Senior housing may be an area to get emphasized. Noticing Bellevue has growing number of young families, and house prices soar. I have met seniors who consider selling their properties but also want to continue living in the familiar area. Also, I see grandparents wish to live close to their children but hard to afford housing in Bellevue.
Include more apartments with 3 bedrooms. Most apartments are studio, 1 or 2 bedrooms. 3 Bedrooms are more family friendly and can accommodate extended

generation families as well as people who share apartments such as young adults, part time workers and college students.
A higher percent of low income brings crime, the apartments, Polaris, and lower income areas of Bellevue are a drain on Bellevue resources and BPD. Bellevue has become a smaller version of Seattle. Policies have ignored what's important to our city.
Remove government hurdles to maintaining and developing housing. Including taxes, building restrictions, tenant "protection" policies and lengthy government plan reviews
Helping older adults stay in their homes, by allowing them to Age-in-Place. Older adults, through their work, paying taxes, raising children, volunteer positions, etc., have helped mold Bellevue into a City people want to live in. However, it seems the City doesn't care about older adults and just wants them to give up their SFH. There is no allegiance, appreciation, or recognition that older adults built Bellevue!!!!!!!!!!!!
Identifying barriers that inhibit the development of affordable housing (e.g. land use policies, burdensome permitting process, requirements that drive up the cost of construction, etc.)
No
Limited affordable housing should first go to American citizens, then to permanent residents and then to temporary legal immigrants. None should go to people with criminal records and illegal immigrants.
Dear Councilmembers, We commend the City of Bellevue for its leadership in addressing housing affordability and equity. As you advance efforts to build and preserve 5,700 affordable housing units over the next decade, we urge the Council to pair these investments with strong workforce standards that benefit both residents and the local economy. <u>Why Apprenticeship Utilization Matters</u> Pathways to Family-Wage Careers: Requiring apprenticeship participation ensures that construction projects create opportunities for Bellevue residents to enter skilled trades and earn sustainable wages.

Workforce Development: Apprenticeships build a pipeline of qualified workers, supporting long-term housing goals and reducing future labor shortages.

Equity in Employment: Structured apprenticeship programs promote diversity and inclusion, opening doors for women, veterans, and underrepresented communities.

Labor Standards for Quality and Accountability

Prevailing Wage Requirements: Guarantee fair compensation for workers, preventing wage suppression and ensuring high-quality construction.

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Aligning Housing and Workforce Goals

Affordable housing should not only provide shelter—it should also strengthen the community. By requiring apprenticeship utilization and labor standards on publicly funded or incentivized projects, Bellevue can:

- Deliver housing that is affordable, durable, and built to high standards.
- Create economic mobility for residents through skilled career pathways.
- Ensure public investments generate long-term community benefits.

We respectfully request the Council's support in adopting policies that make apprenticeship utilization and labor standards a core component of Bellevue's affordable housing strategy. Together, we can build housing that is not only affordable but also equitable and economically empowering.

Sincerely,

[redacted]

Western States Regional Council of Carpenters

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[redacted] local 206

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We commend the City of Bellevue for its leadership in addressing housing affordability and equity. As you advance efforts to build and preserve 5,700 affordable housing units over the next decade, we urge the Council to pair these investments with strong workforce standards that benefit both residents and the local economy.

Why Apprenticeship Utilization Matters

Pathways to Family-Wage Careers: Requiring apprenticeship participation ensures that construction projects create opportunities for Bellevue residents to enter skilled trades and earn sustainable wages.

Workforce Development: Apprenticeships build a pipeline of qualified workers, supporting long-term housing goals and reducing future labor shortages.

Equity in Employment: Structured apprenticeship programs promote diversity and inclusion, opening doors for women, veterans, and underrepresented communities.

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1) I strongly support incentivizing home ownership at a variety of income levels, as this encourages people to feel invested in their communities.

2) While I support the idea of people living near their work, it is also important to realize there are many other factors at play. Jobs change, couples make decisions based on both jobs, some people are happy commute 45+ minutes for that bigger but more affordable 'trophy house', etc.

Don't spread homeless population into neighborhoods.
Rather than spending money building affordable housing, a more fruitful approach would be for the city of Bellevue to get out of the way by liberalizing zoning. Affordable housing is solving a problem caused by Bellevue's restrictive zoning and the last election demonstrated that voters want better property rights.
How about safety of the neighborhood?
My hope is that you take care of the Seniors and veterans and low-income families with children who are already living here to get the help they need. Secondly, take care of Bellevue residents, and their concerns. I don't agree with adding additional homeless people with drug addictions and serious mental health problems here. They have different needs with comprehensive services and will need extensive, expensive support. They are frequently those with serious, mental health problems and higher risk for violent behaviors and committing crimes. I disagree with the social engineering of surveys, using the 2044 Strategy Team, Complete Streets, Eastside for All, Futurewise, King County Housing Consortium, the PLUSH Committee, FUSE WA, Eastside Progress Alliance, Eastside Urbanism--affordable housing organizations and Progressive groups to push their agenda over Bellevue residents.
Make parking for personal cars a necessary part of any housing development. Even near buses and transit stations. Cars are an economic necessity for the majority of people living in Bellevue. Stop destroying single family zones with multifamily homes. Concentration of new homes should get into growth areas of Bellevue. Stop the creation of housing in single family zones.
Follow the work of the TAG and the Affordable Housing chapter of the Wilburton CAC.
Making sure you respect the existing residents' needs while integrating more affordable housing options.

The new efforts with Plymouth Crossing and Porchlight have resulted in more crime and a lowered standard of living for neighboring communities.

Please do NOT continue down this slope!

Make it affordable!

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Set up programs to buy small (900 sq ft) houses and offer them to people to buy. I am sick of mega mansions. Programs like this have existed in other cities. Low, low interest rates, city cover the down payment and recoup it when they sell. Use parking lots and areas around schools and parks to build low-income housing. Make the Bellevue school district sell land to multi-tenant developers with a variety of housing. Start thinking outside the box instead of building stupid parks over the freeway.

Volume, volume, volume. The more housing you can put into the market, the more competition there will be which will bring pricing down. The faster you can get units to market, the quicker we can start solving the problem. Southern markets like Kent have entitlement/permitting timelines of 12 months or less. Imagine how much capital would flock to Bellevue if the entitlement/permitting timeframes weren't 30 months or more.

Encouraging the production of all types of housing. Lack of housing availability is the single largest driver of the current housing affordability crisis. More housing will lower housing costs, allowing more people to live in opportunity-rich places. Reducing the barriers to housing development is critical (zoning restrictions, permitting hurdles, bureaucratic timelines, etc.).

I think you should try to keep apartments and multi-family houses very close to mass transit, and/or immediately adjacent to areas that already have such multi-family housing, rather than spreading them out into single family residential areas, which already have too much traffic and not enough safe parking -- parking which does not block fire trucks, ambulances, and other emergency vehicles. I don't want to die because help cannot get through to my house!

public transportation options near homes

Stop spending tax money in the private sector. How about just getting out of the way

I am unable to select my 1-5 priorities.

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Building more housing for minimum wage and near minimum wage workers (20-30% AMI)

Spread them throughout the city, currently affordable housing is concentrated in east Bellevue neat crossroads with multiple sites right next to each other. It would be good to spread them throughout, especially in west and south Bellevue

To make sure NOT creating affordable area and expensive/luxury area separate. For now, inside Bellevue dividing with wealthy area (downtown) and not (Factoria, Eastgate) is obviously designed by the city, that's not good.

More worker housing - not low income. With more mass transit, living here is a privilege not a right.

Every highly impacted section 8 complex brings endless crime. Get people opportunity but not handouts.

Bellevue does not need affordable housing. There is plenty of affordable housing in neighboring communities. Stop with the social engineering!!!

Don't confuse "housing" for "services" that have the effect — whether intentional or not— of importing Seattle's problems to Bellevue. Those are negative opportunity costs. Stop shoving negative-impact services like that Plymouth Crossing low-barrier mess into South Bellevue. The actual apartment building near it — housing with amenities — seems excellent for working families.

Start deregulating. Allow developers to start having the ability to make new complexes so they can drastically increase supply. That will naturally lower the demand once they start getting filled therefore will lower prices. If we just keep making buildings based on income we trap people from ever wanting to make more money and get out of the lower income brackets. It doesn't entice people to pursue higher careers.

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Avoid outcomes based on race or gender rather focus on equal opportunity. We do not need to make race or gender-based decisions that bias one group or

another. Equality of outcomes is a terrible idea. Equality of opportunity should be the guiding principle.
Must be sustainable
Denser housing belongs near transit. Cramming new housing into neighborhoods that do not and cannot have access to frequent, reliable mass transit will wreck those neighborhoods.
Keeping density in the Multiuse zones near transit Focus on adding homes relative to the % the population we have now Focus on helping communities understand their desires and needs
Ensure affordability for people that currently live in Bellevue, especially those being forced out of their homes due to increasing utility and tax costs.
See that the citizens of Bellevue are not taxed to subsidize these endeavors. Just because you want to live in Bellevue does not mean you can. I own a house in Bellevue for over 30 years, when we bought, we had worked, worked, worked and saved after collage so that we could. It took all our money to pay mortgage and raise kids, few vacations or luxuries. Why cant other people? Maybe they cant live in Bellevue.
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If you can, try to let the market do the work, using policies stir the market. Direct policies and programs are not sustainable and usually have unintended side effects.

More, more, more housing! Large family units. Long term affordability

SAFETY

I would prefer quantitative scores to these factors, as they're all important and the degrees of separation are incredibly small. If I could score the above, I would say more specifically affordable units is 100, more market rate units is 99.5, making more types of housing is 99, no different outcomes is 98.5, keeping people in neighborhoods is 98. We need to be doing anything and everything all at once, second best time is now etc.

Making sure land use policies do not inadvertently discourage or limit housing production.
Most of the city has a very car-dependent design, and owning a car is getting very expensive (insurance, fuel, maintenance, parking, tabs, etc.). We need more flexible (mixed-use) zoning, bus lanes, protected bike lanes, and pedestrian-first design instead of car-first design. Housing cannot be affordable if it requires an unaffordable mode of transportation.
Make sure existing housing is not left empty or used for short-term rentals.
Some consideration for real estate taxes when people no longer have income.
Make sure senior citizens can stay in their homes by reducing taxes on their homes. Taxes on homeowners are getting way too expensive. Bellevue should care that senior citizens can afford to stay in their homes. The recent increase of 1% taxation on homeowners in Bellevue is not appropriate if you want seniors to stay in their homes. Stop taxing us and start making reductions of staff, programs and unnecessary expenses.
Deem historic restrictions on title racist and therefore inapplicable.
Get away from transitional or preservation housing.
Making accessible housing in regard to DADU's and ADU's with permitting processes being easier to understand and more convenient.
Leave neighborhoods alone. Do NOT allow lock-off rentals. And do not allow lots to be cut up into multiple residential units. Even though you passed these uses, you will ruin Bellevue's livability with over-crowded streets from renter cars and lack of community unity with random renters in large houses. BY the way - the ranking I put for question above is WRONG. Your survey won't let me change the order. SLOW DOWN the growth!!!
It should be near transit centers It should be multifamily to the extent possible

Urban density and urban sprawl lower the quality of life for families and retired people. Avoid urban density policies which will degrade neighborhoods and turn Bellevue into a smaller version of Seattle.
Having the Planning Department speed up its processes. We have just replaced two modulars (both smaller than the original modulars), and it took 25 months for them to finally be put in place. For that reason, even though we have 1.6 acres in Bellevue that is vacant, I refuse to even begin to think about affordable housing. (our site is prime)
Don't build homeless men's shelters near it. Porchlight and Plymouth Crossing in Factoria a prime example of what not to bring to the neighborhood. We are hoping that all of the bad activities that are happening continuously will be shut down and moved to a different location. These facilities make the community unsafe and unpredictable.
Ensuring the voices of those who are actual residents of Bellevue (i.e., taxpayers) are heard.
No more homeless shelters and remove existing homeless shelters near schools or other housing units
Property taxes should have some kind of maximum instead of raising 400% in 5 years. Allow day and senior pods on housing lots
Encourage developers to build more 3-bedroom apartments.
I'd be thrilled if I got as many surveys on funding our schools, shutting down Plymouth, cleaning up all the graffiti as I did on affordable housing. Seniors should be protected from all these crazy taxes because they have fixed incomes and while reasonably priced housing is important, it's not the silver bullet politicians make it out to be. Expand your solutions for the problems at hand in Bellevue please.
Try to preserve some of the older homes,

Make it affordable for single people not working in hi-tech, elderly people, families. Not everyone works at Microsoft!!!
I think politicians are overly focused on affordable housing as some magic bullet solution. How about some surveys on appropriately funding schools, cleaning up graffiti, stopping drag racing on lake hills connector, adding a sobriety component to Plymouth, etc. Seniors should be protected from all these crazy taxes because they're on a fixed income. Owning a home doesn't make you wealthy but that's the first place that's taxed - very unfair.
Housing should be compatible and harmonious with the existing neighborhood.
Build more of everything! That is the most efficient way to lower housing costs for all
This is hard and important work. Thank you for doing it. I feel we should remove parking requirements for businesses within a mile of a light rail spot and fill those parking lots with things including different kinds of housing.
I do not think city should build low-income housing using our taxes. People who cannot afford to live in Bellevue should move to areas where they can afford.
I think this is excellent as a plan. I worked as a shelter advocate for Mary's place shelters for 4.5 years and I strongly believe everyone has a right to have a home that is affordable. Inflation and property managers' greed in rising rental costs has made it basically led to no middle class just low to high and it's not working out well for parents or single parent households. Disabled or people retired.
Housing of all types and levels of affordability
Target audiences - if families, then proximity to schools. Bellevue School District does not provide yellow school buses for high school age kids and they have to take transit.
You're really not taking the 60-80% people into account at all, that's going to be people like nurses etc. who then still can only afford a micro studio. I'd like some focus on that too

Parking minimums greatly increase the cost of housing development. The cost of subsidizing parking is easier to amortize with a luxury building. Kevin Wallace was able to make a "workforce housing" building pencil out downtown only because he got a required parking variance. We built a train. We have a few half-hearted attempts at bike infrastructure. Don't assume that everyone needs a car.
Making sure to keep neighborhoods as they are and not force them to extend high rises in right next to homes.
supplementing landlords that provide housing below mean average. so give them a check to lower rents.
Lower impact fees (no impact fees for affordable housing) Increase density Cut red tape for approval times Reduce / re-work tree preservation code to provide more developable area and increase density
Please focus on promoting mixed use developments. Affordable housing doesn't mean very much if all your other expenses are still unaffordable. Mixed use provides nearby alternatives which save time and money.
Funding should not come from higher taxes or cost to the citizens of Bellevue. Just because people want to live in Bellevue does not mean they can, I may want to live in downtown Manhattan but can't afford to. When we bought our house in Bellevue over 30 years ago we worked, worked, worked and saved after collage to afford a down payment. Even then, we struggled to make payments raising our kids. No real vacations, or eating out we had worn out furniture and used any extra money for house improvements with sweat equity. Just because you want something does not mean you can have it.
High quality homes or apartments that are not just cheap. High energy bills are bad for people with limited resources. Unhealthy housing is bad for anyone.
Make public transit accessible and streets safe for pedestrians and bikes near residents
Despite what the internet viral people say, I think Porchlight and Plymouth Crossing in Eastgate are great ideas and need something more in different parts

of Bellevue to ensure that these people aren't just in the streets, especially those who are disabled.

Accessibility. Especially for low-income families & individuals, disabled, senior housing. Walkability, access to public transportation, parks & playgrounds that are well appointed and maintained, 3rd spaces for community (i.e.: community center, on-site community rooms, libraries with meeting rooms & events), and amenities (grocery stores, childcare, urgent care/medical clinics, pharmacies).

traffic density.

#5 is the only effective solution to relative housing affordability. Get rid of your onerous regulations and allow builders to build with minimal fees.

Lower the Utilities costs, water and sewer especially, which seem much higher than surrounding cities. Lobby the state to expand programs for solar, wind and geothermal in neighborhoods.

It seems like the city (and WA state) overcomplicate this issue. It's supply and demand. We just need to build more housing, period. There really isn't any reason to shoehorn houses one at a time into existing neighborhoods (though I think that's fine). To really make a dent we need to create conditions for developers to build high rises with hundreds of units. It seems crazy to me that the city puts so much emphasis on onesey twosey DADUs and ADUs when hundreds of units can be added at a time through creating conditions favorable to high rises.

Bellevue needs to build more housing, especially for low-income seniors, people with disabilities. During our working years in the 1960, 1970 and 1980 most of us worked long hours and were paid very low wages. We earned barely enough to make ends meet. So now we seniors receiving Social Security cannot keep up with the high cost of just to keep a roof over our heads. It is so sad and heartbreaking!

Removing people hanging out and not going to work, addicted, mentally ill with shopping carts, criminal and/or unhoused people from our Library, streets, in front of stores, inside our stores and businesses, sidewalks, parks, etc. at all times. I would like to enjoy our city/neighborhood without all of the above through prevention rather than reaction. I would like to see a program that helps

these people get well and back in their feet to be able to contribute to themselves and our community with a limit and alternative community service program.
Greater Property tax reduction for seniors
Yeah get rid of the drug dens in Eastgate and Overlake
As a case manager for housing, I find it very difficult for single individuals to find affordable housing. They typically don't qualify for most housing programs and don't meet the requirements of making 3x the rent to rent from an apartment complex even if the monthly rent is affordable
None of the above! What a joke! We don't have infrastructure! Growth needs to go elsewhere!
All developers should be required to build a percentage of permanently affordable housing
With the current political situation, immigrants are more at risk of being taken advantage of and are not reporting unjust practices. What policies do you have in place regarding landlord reporting practices to ICE? Unfortunately, American citizens who fit a profile are being caught up in the fray.
Affordable housing should be built near services like transit, schools, shops, and workplaces. For example, location of Polaris in Eastgate is very bad. It should be downtown!
Just because a household needs and qualifies for lower-than-market-rate housing shouldn't mean that they have to settle for living in a rented apartment in a multi-family block. The dichotomy of either massive single-family owned mansions or rented multi-household blocks seems to be expanding at a breath-taking and alarming speed. What once was a last hold-out of affordable single-family homes, Eastgate is quickly catching up with other rich neighborhoods. It is almost as though there is a plan to gentrify Bellevue--outside of the apartment districts. This is a hollowing-out of the middle class. That's what we are seeing. We understand it is perfectly legal. It is just disheartening. We have been following this city planning process for several years. It seems that the city can only make it easier to get permits to try for "alternatives." We're not seeing those actually being built. Not that I would wish to see an apartment block go up next door to

my home in this single-family neighborhood! Thanks for trying to encourage alternatives....
I am tired of seeing so many small homes torn down and mega-mansions built in their place. And then we hear that there are no starter homes available. When is this going to stop?
Bold collaboration as a model of attainable housing. Read the Transmittal Letter of the TAG to Council.
Allowing homeowners to build on their properties like DADUs. Adding more affordable housing in city hubs while also considering traffic impact
중간소득 가구에 대한 대책을 세워주셨으면 합니다.
Build housing that is geared for people who do important work, such as teaching, nursing, and garbage collection, but aren't paid particularly well.
The City should not be involved in support programs that make people dependent on the program. These programs often trap people into keeping their income and future back to maintain qualification of lower income.
Please base your policies on basic economic principles rather than market manipulation/coercion/subsidization. If you want to lower costs, you must increase supply or reduce demand. To lower the cost of housing in Bellevue you must either increase the supply of housing or lower demand. More units is the solution plain and simple. Your other priorities ("different household types", "programs" to help, "units specifically available for households", "not have different outcomes") are all market manipulation/coercion/subsidization ideas that are not based on supply and demand. You will ruin our city's economy if you try to manipulate/coerce/subsidize housing. My priority is encouraging development by reducing red tape, lowering feeds and removing restrictions. It sounds like you are headed in the opposite direction which will lead to your doom. Allow builders to build to meet demand. Increase density especially near mass transit (train). Allow developers to build up (more floors).

If you live or have searched for housing in Bellevue, have you experienced the following housing issues in Bellevue?

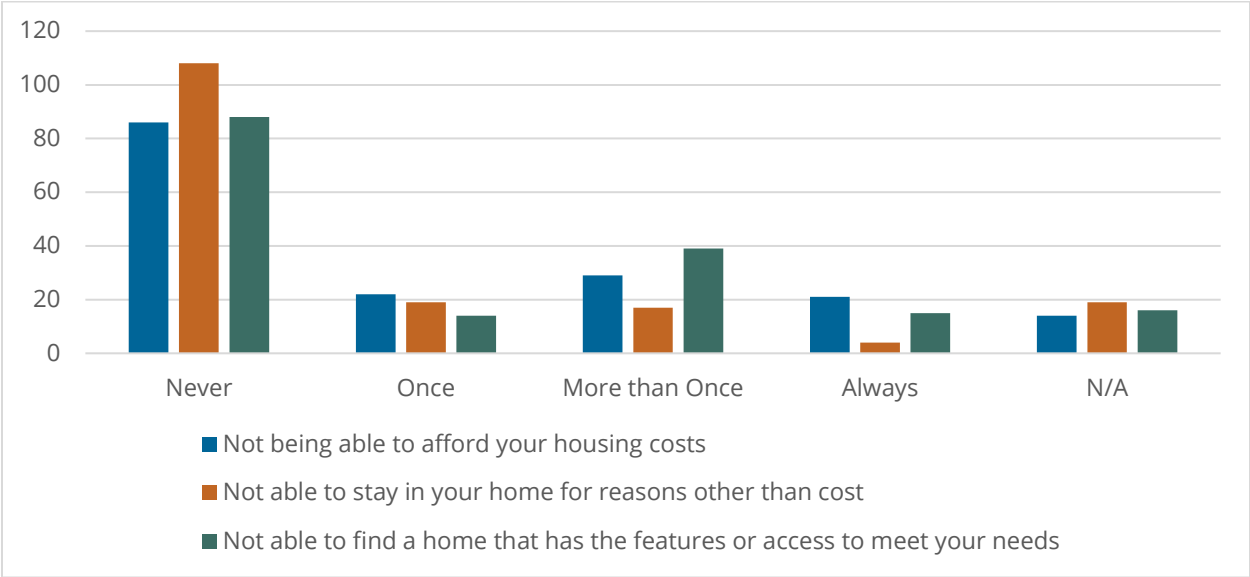


Figure 4: Experiences of Housing Issues, Public Survey Responses Dec 2025

What outcome of the AHS is most important to you?

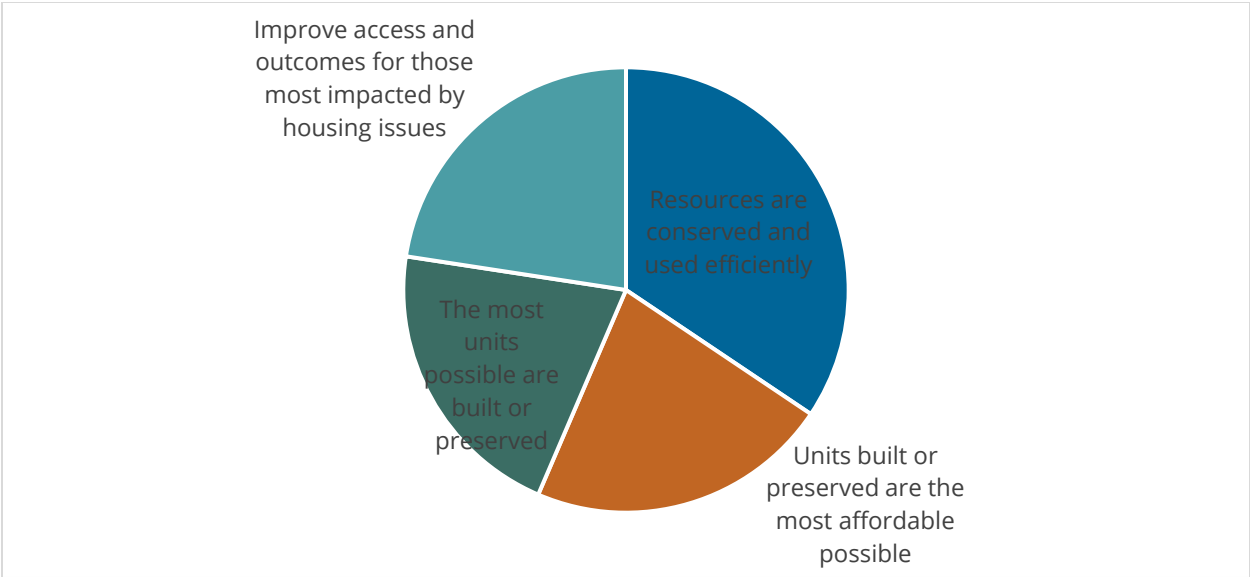


Figure 5: Most Important Strategy Outcome, Public Survey Responses Dec. 2025

After reading the strategies, do you have any concerns, questions, or feedback on the proposed strategies?

Have a nonprofit place that can look at individual person's needs and help them get into a respectable place. Not just a place you shove everyone with homelessness into one place.

27 strategies??!!? In this and in other initiatives/projects, I feel that Bellevue is trying, in its policies, to be everything to everyone. Well, you can't achieve this. So why are we always trying to do this? How would anyone who reads the AHS Draft Strategies List know what the city REALLY wants to do? You cannot do 27 things at once. EVER. Choose ONE or TWO key areas to focus on in affordable housing and figure out how to get those done. Oh, and make sure that you choose your key areas that are actually able to be realized! Oh, and don't come up with so many giveaways (excuse me, these are called "flexibility") that we lose even more beloved old trees, that developments will NEVER have adequate on-site parking spaces (of course lower income folks have cars and need a convenient place to park THEM), etc. I could go on and on.

There are too many potential strategies for me to provide a concern or feedback in this survey. Personally, just to stay in our home and pay the ever increasing bills (property taxes, insurance, energy, water, gasoline at the pump, etc.) we have to continually make choices and put off what we would like to do to stay in our home. We cannot afford to move, unless we move out of state, so the various strategies need to keep in mind the strain on current residents and to not add to our burden.

HE.2 Seems like a crucial step in ensuring that these resources go to those who would benefit the most. I was especially impressed by the AH section's efficiency in protecting and bolstering existing housing.

The strategy has to aim at creating affordable units that people can buy and not just rent.

SD1 to SD3. Many residents live and want to live in lower density subdivisions that have been in Bellevue for decades. This strategy wants to take that away by introducing higher density everywhere, without controls on design, CC&R's, parking, etc. If higher density is allowed in an area, the City needs to administer and control it, especially architecturally, so that it does not detract from the neighborhood. I think that this is one of the primary reasons that many residents are very wary and unsupportive of the Middle Housing Strategies.

AH.8 Reduce costs and timelines for affordable housing: Streamline permitting, expand fee waivers, exempt projects from review, and provide technical support to lower development costs and improve development timelines for affordable projects.

HS.2 Increase access to pathways into the affordable housing system: Improve navigation, expand voucher access, streamline applications, and support community-based housing navigation pathways.

AHS.3 Strengthen partnership within the affordable housing system: Build strategic partnerships with providers, developers, philanthropy, and financial institutions to expand housing solutions.

Bizdiversity, LLC would like to collaborate with your department on the above strategies

Regarding SD1, I recommend the following addition if you have the opportunity to refine the policy. Actionable Idea: Launch a pilot program that incentivizes homeowners to contribute their lots for multi-unit or stacked-flat housing development. In exchange for their land, participating homeowners would receive guaranteed tenancy or ownership of a unit within the new complex, especially when at least one unit is designated for low-income households. Additionally, you'll need measurable benchmarks to assess whether these goals are being successfully achieved.

Those are lots of good strategies, but perhaps too many. Sometimes it could be easier to focus on fewer and get those done than have too many that go nowhere. I endorse the UN2 strategy of support for more family sized affordable housing. You could build more "closets" and say your ratio of affordable housing has increased, but only a single person can live there. We need homes for hard-working families. Housing stability stands out to me as another big strategy to prioritize. We likely need more subsidies for people to afford to live here or to stay in their homes when they have hit a rough patch, at least until such time that we have created more affordable units that are within their reach.

Housing is expensive because it is hard or expensive to build so removing the government created obstacles should be job number one.

I wish to see more details.

Try to preserve or build single family residences that are affordable for families. Discourage the building of mega homes.

Any strategy that makes participants dependent on the government for their housing will be a failure. Including strategies that provide benefits based on income. Bureaucracy, fraud and policy will siphon off resources making the programs ineffective and irrelevant. City planners often feel they can make a difference, but most often make things worse.

Strategies that encourage development of housing by reducing government interference should be part of this program. I don't need to read the document to know that strategy isn't being submitted for comments.

We know the need is greatest for those at the lowest income levels. Unless something drastically changes, we will not be able to help produce the number of housing units needed -- particularly at the lowest levels of affordability. I would like to see clear communication about the expected outcomes and if we have any kind of strategy to increase production of housing for those that are the most vulnerable in our community.

Keep government from trying to control outcomes. It's not a good idea and has not worked.

Dear Councilmembers,
We commend the City of Bellevue for its leadership in addressing housing affordability and equity. As you advance efforts to build and preserve 5,700 affordable housing units over the next decade, we urge the Council to pair these investments with strong workforce standards that benefit both residents and the local economy.

Why Apprenticeship Utilization Matters

Pathways to Family-Wage Careers: Requiring apprenticeship participation ensures that construction projects create opportunities for Bellevue residents to enter skilled trades and earn sustainable wages.

Workforce Development: Apprenticeships build a pipeline of qualified workers, supporting long-term housing goals and reducing future labor shortages.

Equity in Employment: Structured apprenticeship programs promote diversity and inclusion, opening doors for women, veterans, and underrepresented communities.

Labor Standards for Quality and Accountability

Prevailing Wage Requirements: Guarantee fair compensation for workers, preventing wage suppression and ensuring high-quality construction.

Safety and Training: Enforce robust safety standards and training requirements to protect workers and maintain project integrity.

Local Hiring Incentives: Encourage contractors to prioritize local workers, keeping economic benefits within Bellevue.

Aligning Housing and Workforce Goals

Affordable housing should not only provide shelter—it should also strengthen the community. By requiring apprenticeship utilization and labor standards on publicly funded or incentivized projects, Bellevue can:

- Deliver housing that is affordable, durable, and built to high standards.
- Create economic mobility for residents through skilled career pathways.
- Ensure public investments generate long-term community benefits.

We respectfully request the Council's support in adopting policies that make apprenticeship utilization and labor standards a core component of Bellevue's affordable housing strategy. Together, we can build housing that is not only affordable but also equitable and economically empowering.

Sincerely,

[redacted]

Western States Regional Council of Carpenters

I'm assuming breaking rental monopoly-promoting products is out of scope.

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I am concerned about this: Encourage smaller and more homes in low-density residential areas. This will destroy the mature communities. Don't do it!

Mostly the wrong direction. Don't fix zoning for affordable housing. Fix zoning for everything! When cities build affordable housing, it tends to be more expensive to build than market-rate housing. Better to get out of the way to liberalize zoning. Austin rents have gone down 19 straight months (17% total) despite their population increasing far faster than Bellevue's because their state won't let them have zoning. Why spend money when you can simply get out of the way?
<https://www.texastribune.org/2025/01/22/austin-texas-rents-falling/>

Yes. This strategy will cost taxpayers a lot of money and will require additional costs. King County has squandered literally billions for nearly a decade while supporting programs that have worsened the quality of life for the general public.

These types of housing are competing with those people who are retired-- Seniors, veterans, the unemployed--normal people.

I do NOT support a rental housing registration program or making it harder for landlords to evict tenants that do not pay their rent. The onus of supporting tenants should NOT fall on landlords. Landlords, particularly ones that might only own one or two rentals, do not have the capacity to financially support tenants. And they should not be penalized for trying to keep their rental a viable business for them.

I do not agree with this approach. I bought in Bellevue 30 years ago thinking it was an upper middle class community. I am dismayed at what has happened to it and am considering moving to a place that has similar values.

Don't force low-income housing down residents' throats like has happened with the shelter in Eastgate or the rapid destruction of the city's tree canopy to developers who tear down lower priced homes, rape the landscape leaving no greenery behind and then build a \$4M home that is built out to the maximum footprint allowed. Who will live in these monstrosities once they are no longer desirable or necessary?

YES. I want density in the RICH neighborhoods and not JUST near light rail. Somerset, Enetai, Bridle Trails etc. should bear at LEAST 25% more density. Buy their nice houses and put up a 6 plex. Make a 5,000 sq ft home a 4 plex. You can add buses and transportation, but I am sick of the rich getting big houses and jamming density into Lake Hills, while Bridle Trails has horse farms and trees.

AH.4/AH.5/AH.6/AH.8: These policies seem to address the volume issue. Getting units on the market quicker will help alleviate housing pricing stress. The laws of supply and demand show that if there is more supply, pricing will naturally decrease. And if you can streamline permitting and reduce permitting and other superfluous costs (like outrageous inspection and traffic control expenses), then more developers will be able to finance projects. Currently capital doesn't like the long permitting timelines in Bellevue. And please remember that in Bellevue, market rate housing IS affordable housing when you're talking about a median single family home price of \$1.9 million...

AH.10: I am not sure why monitoring affordable housing units is relevant to the goal of getting more units on the market. This seems like cumbersome oversight. Professional management companies will not let their unit maintenance be

deferred and do not treat affordable units differently. So, this seems like not the best use of resources.

Housing Equity: Similar to my response on AH.10, how does this "strategy" increase the goal to increase the number of units? Are there really that many bad apples that warrant this kind of oversight? It seems like resources could be better used to help expedite permits.

Housing for Unique needs: UN.1 Developers already meet fair housing.

Developers have tried to offer more affordable/ARCH ADA units and ARCH will not let them make all the ADA units affordable. UN.2: I would support reducing the number of affordable units required if more family sized units are provided (i.e. a disproportionate unit mix that leans more towards 2 bedroom and 3 bedroom units, in exchange for few affordable units)

Housing Stability: if this is a goal, you should offer an MFTE extension so these renters are not displaced from existing MFTE units.

I do not support the following strategies, which I view as "stealing" quality neighborhoods from existing homeowners -- who have paid to live in quality neighborhoods -- in order to line the pockets of real estate developers, who want to build condos and apartments in neighborhoods which have always been zoned and "promised" to be single family residential. These "strategies" rip off existing homeowners for the benefit of real estate developers: AH.2, AH.4, AH.8, AH.10, AH.11, SD.1.

The outline strategies seem very comprehensive. To Foster engagement in the affordable housing programs being offered by the city of Bellevue, I recommend implementing an outreach program that works with local low wage/entry level businesses (e.g. food service, retail, etc.) to collect data about affordability issues and share information about support programs with people who work in Bellevue but cannot afford to live in Bellevue.

I also recommend conducting surveys related to commuting, collect data about how far workers are traveling, what modes of transport are they using, what percentage of workers work in the city but do not live here, and what percentage of those people are doing so purely for affordability reasons (as opposed to personal preferences).

Spread them throughout the city, currently affordable housing is concentrated in east Bellevue neat crossroads with multiple sites right next to each other. It would be good to spread them throughout, especially in west and south Bellevue

To make sure NOT separating affordable area and wealthy area. Inside Bellevue dividing luxury area (downtown) and not (Factoria, Eastgate) is getting obvious because the city put every affordability-related plan on south Bellevue. This is not a good solution for diverse community. If there's necessity for affordable housing, it should be well mixed over the city to balance.

Stop with this nonsense. Bellevue does not need more housing, affordable or otherwise. It's already too crowded. Enough with this.

Creating affordable housing based on income is a losing strategy because they will be trapped or incentivized to keep that affordable housing because increasing their income will never afford them anything better than what they receive by getting into the system. It will be abused. It is better to create more affordable options by incentivizing more and multiple housing options. This may include building higher, allowing different kinds of housing despite the potential "change" to neighborhoods.

AH.2 What are the costs here?

AH.4 What are you willing to sacrifice for this? Be transparent.

AH.5 How will you ensure that housing near TOD does not increase traffic (in other words, ensure desired outcome of TOD).

AH.7 How will new funding sources prevent additional cost burdens of those living in Bellevue? What happens if actions here force people to leave Bellevue due to new financial burdens?

AH.8 Analyze what these policies/permits were originally intended to do. Will we have the same outcomes with increased expediency?

AH.10 Measure the # of affordable units. Do not simply use amount of new housing (irrespective of cost) as this is not indicative of affordable housing.

HE.2 What are the current inequities we need to address? Be specific and specify areas.

HE.4 Define "most affected." Is this based on those most unlikely to acquire housing? Or those that have the most challenge to acquiring housing (even if they are ultimately successful)? Or something else?

UN.2 Do families need larger units? How large? What is the rationale here? Are you specifically prioritizing larger units vs. housing more families in smaller units (given limited resources)?

HS.1 How tenants impacted now? What is the landlord action or situation that causes eviction?

HS.4 What problem exists now? Why is oversight needed? How is housing unhealthy, unsafe, and unfair now? Present data.
SD.1 Are you going above state mandated density requirements?
SD.2 Are you willing to compromise health or safety to accomplish this?
SD.3 What is the problem with CC&Rs that you are trying to address?
AHS.1 Is it OK to displace existing Bellevue residents to increase revenue for affordable housing if the net number of new housing (or residents) increase?

I have concerns on HS 4. I think the city should encourage more rentals and rental varieties so the abundance of supply will help to regulate the price of demands. Emphasizing regulation and oversight even for right reasons can prevent people making extra resources available for other people.

Subsidy, subsidy, subsidy. We need public dollars for public goods and affordable housing is a public good. Nobody in Bellevue is talking about business taxes or high earner income taxes, and we need to be talking about them. Companies have brought a lot of prosperity but also a lot of growing pains and they should pay their fair share.

AH.9 - How would that be implemented? The other strategies seem within the scope of what the City can deliver on, except for AH.9.
HS.1 - Make sure that the policies do not create conditions that make owning and operating affordable housing more challenging. For example, many landlords are selling their portfolios in Seattle, and that in turn, will hurt renters.
HS.4 - How would the City actually administer this program? Seems like it would be a resource intensive endeavor that does not yield clear KPIs.

To me, the most important section is "Housing Supply and Diversity" because that's the only pathway to lower prices for the vast majority of people (income-restricted will account for at-most 10% of units, so it doesn't help 90% of people). I feel like this area just needs more emphasis and more specific plans.

How are we going to generate more large multi-family projects? We need to use both carrots and sticks. We need to reduce restrictions (FAR, height, parking ratio), reduce requirements (such as street development), increase incentives (MFTE or other tax breaks), and use something like a unused-land-value tax or surface-parking tax to actively push development in under-utilized spaces, particularly near transit.

SD.1, SD.2, and SD.3 are fine strategies, but I think we need SD.4, 5, 6, 7, 8, 9, and 10!

AH.1 Should be "acquire and maintain". Newly acquired properties shouldn't jump to the front of the line for renovation if there are existing properties in the portfolio that need renovation more. We should try to keep families in these acquisitions as they change ownership.

AH.3 Sometimes policy means we don't upzone land (e.g., the parcels just west of Crossroads) that have been contributing to the community by providing affordable housing up until now. If creating affordable housing means your parcel is permanently worth less for redevelopment, is there an incentive to provide it?

AH.5 TOD incentives should be available to frequent transit users. If a potential resident is not a transit user, it doesn't matter whether the affordable housing is located in a TOD area or not. Would like units near transit to be a bit larger than they might be otherwise and include avoided transportation costs in the housing budget.

AH.8 mentions exempting projects from review - does that mean there's more risk of things going wrong with the project, or that it will be built to a lower standard for these residents? If there are reviews that don't matter, why not remove them for market rate projects too?

AH.10 strongly agree with monitoring performance so the community can know how good a job we are doing at housing people in need.

Missing: There are programs to improve the environmental performance of these multifamily buildings (Energize, by the King County Executive Climate Office), in ways that should improve comfort and reduce utility bills. Can we measure the performance of existing buildings in Bellevue in an apples-to-apples way that would allow us to prioritize upgrades like this for the residents who may particularly need them?

Missing: Ensure that affordable housing units are used for housing people promptly and not left empty.

UN section: Ensure that there is a substance-free housing option for residents who want that, and there should be a \$/sq ft standard so you can't just make tons of tiny units and say we've solved all our issues.

HS.2 Would go beyond this to create a regional office in charge of determining eligibility rather than leaving it up to the building operator, but maybe this already exists in the regional coordinated entry system used by Hopelink.

HS.3 We will have some gaps from lost federal funding - I hope they are being identified so we can help people with local resources.

HS.4 This feels really sketchy - I was so excited about it when I first heard about Seattle's program, but I feel like it was an instrumental policy in encouraging small landlords to get out of the business. Many houses in Bellevue are individually owned rentals now. We should do an annual review of landlord-tenant policies and only update once a year as a city, in order to make it easier for people to keep track of changes and stay in compliance.

SD.1 Streamlining lot splitting is not be necessary with the recent upzones, since affordable units do not have to pay the fee-in-lieu for additional middle housing units.

All these strategies sound interesting. What is the funding for these? They surely differ in the amount they cost, so that must also be a factor. Is there a budget for these?

The survey was skewed so that it will reflect desire for low income, density housing. Can't get a good result with the wrong questions.

HS.1 mentioned strengthening tenant protections. This need to be balanced with the responsibilities of landlords to manage their properties in a safe and secure manner.

After reviewing these strategies, it is clear to me that Bellevue is on a downward trajectory towards a vastly lower quality of life for residents as a result of urban density policies which will degrade neighborhoods for families.

Say no to men's homeless shelters in Bellevue, WA

Looks like good strategies. One concern: Young people often need to share housing with others who can't afford to rent on their own and need to share a house or apartment. Please encourage Landlords to be flexible and accepting of these shared type of households. I needed to share a 4-bedroom flat with 3 other students in order to have housing while working a part time job and going to college. We were responsible and always paid our rent and utilities on time.

For families many times new build only have 1 bathroom. There needs to be a minimum of 1.5 -2 baths for families.

First, link should open in a new tab rather than clobbering the survey tab. In Edge on Windows 11 it used the survey tab.

AH.5: Light rail has helped to transform Redmond's downtown. The city has a busy, attractive, pedestrian-oriented shopping strip near the light rail station with lots of new housing and lots of small businesses that help make a community. Bellevue has built a couple three apartment buildings near 130th and the Spring District isn't quite dead yet. Redmond's growth rate, from OFM data, was 2.9%, surpassing even Seattle. Bellevue's was under 2%. What is Redmond doing right that Bellevue is not? How was Redmond able to create a community where Bellevue was only able to put up signs declaring an "Arts District"?

Affordability necessarily comes with tradeoffs. It's more important to me that there are a large variety of options so I can make those tradeoffs myself.

AH.5: Proximity to transit should not be a concern for affordability. Prioritize mixed use near transit instead.

UN: Please include cohousing.

SD: Instead of prescribing a form factor, I think it would be better to allow a large variety of form factors for developers to choose from.

SD: Mixed use. Mixed use.

Subsidized housing in any form is like it says, someone else is putting in money. I don't think it should come from the people of Bellevue.

I am 100% with AH.4 and AH.5, let's take advantage of the light rails when we spent the time and money to build them. HE.1 recurring quarterly and be available on YouTube for on-demand viewing would be great. For UN.1, some of the new proposals along Main St. near East Main street should follow this given

the steep hill it is on. HS.3 if there are opportunities where Bellevue residents like me and my wife could help volunteer, would love to hear more through HE.1.

This is a bogus Bias survey! What a joke! Listen to residents that have lived here!

To receive a permit in Bellevue a developer should prove that 20% of units built in Bellevue are permanently affordable. All affordable units must be built net zero.

We must keep in mind that access to parking is a key factor. Not everyone can access public transportation to get to and from work. There seems to be an assumption that access to parking close to home is not a priority, at least for some of our new affordable housing complexes.

Language/communication is a challenge for many families with translation services unavailable. Many families will nod as if they understand but really don't. Being more intentional in providing help before things get out of hand is important. Fear (and pride) can play a factor and with language and cultural barriers that become worse. Safety net programs that are more easily accessible could play a role to address this issue.

These are great! Will be difficult to prioritize them.

Just get to it. 30 to 50%.

All I can say that you make sure that, for every affordable unit that is built, at least one secure, free parking space is provided.

I have concerns about the City drawing an artificial line on what housing and individuals get support from the City (fundamental strategy). HS-1 sounds good, except that in practice these policies weaken that housing eco system driving out mid-level housing providers, reducing B or C class housing stock and limiting private investment. These strategies in general seem to be written by staff that have no real understanding of human nature or basic economics. HS-4 would be a huge expansion of city services, and can you imagine the amount of bureaucracy and policy work involved? City funds would be largely wasted with little real positive results.

I have significant problems with about 90% of the Affordable Housing Strategy document's statements and goals. As presented, this plan, for the most part,

does not take basic economic principles into account. That is, it attempts to manipulate the housing market through subsidization and coercion. This is a fool's errand. Any plan must take into account the basic economic principles of supply and demand. This strategy document attempts to operate against those principles. It will fail.

One example: AH.2 Acquire property to bank for affordable housing: Establish a land banking process to identify, purchase and hold properties for future affordable housing development. Pulling land out of the open market and artificially suppressing its cost (and thus value), will simply drive prices up elsewhere. This has been tried in other municipalities, and the result is near-term benefit to those who are lucky to be in those types of properties, but higher costs for those who are not. You are reducing supply! This will drive up costs! It is a huge mistake for the city to get into the business of residential real estate investment, ESPECIALLY in a way that attempts to manipulate the market. Remember, supply and demand!

Another example: Housing Equity Goal: Eliminate disparate impacts in housing by race, ethnicity, status, sexual orientation, ability and income. This is the myth of equity as being just when in fact it is unjust and further unconstitutional. We will always have disparate impacts in housing across race, ethnicity, status, sexual orientation, ability and income. ESPECIALLY income. Again, you are attempting to manipulate the market through subsidization and coercion to force outcomes that you see as proper. If someone can afford housing in Bellevue, by all means, they should not be hindered by any of those attributes. This is equality. But they also should not be artificially advantaged by the city government putting its thumb on the scale. This is equity. You are using coercion to force the outcome. This is the kind of manipulation that led to the subprime meltdown of 2008. Government forced lenders to lend to people based on factors other than their financial resources and ability to pay for the housing they were purchasing. It was really no surprise when they were not able to pay! You are headed down a similar path.

Those are just a couple of specific examples of the problems I have with this strategy document. I have more, and would like to discuss this further in person. My name is [redacted]. My phone number is [redacted]. My email is [redacted]. I would like information on who I can speak to about this proposal. I would like to

participate in the process of forming a housing plan for our wonderful city of Bellevue that is based in economic reality.

Great. +1 to more affordable housing and more types of middle housing and especially TOD. I believe that if families have trouble paying rent that they shouldn't be punished with having to maintain a car, too.

The plan does not adequately address the unique needs of older adults, a large and growing demographic in Bellevue.

Goal: Create more available and affordable housing for those with unique housing needs like seniors, families with children, and people with disabilities.-----

---The strategies accompanying this goal do not sufficiently address older adults' distinct needs, including mobility and safety challenges, health limitations, social isolation risks, and fixed-income affordability issues. Inclusive design is helpful but not enough. Older Adults need a more tailored approach to affordable living--they are not always low income, but are on a fixed income, they want to downsize comfortably, maintain independence, and live in communities that support their physical and social needs. It requires thoughtful planning that takes into account their unique needs, such as financial stability on fixed incomes, downsizing, aging in place, and community integration.

Goal: Increase the ability of low- and moderate-income households to live stably in their home and neighborhood.

These strategies focus almost entirely on renters and overlook older adults—many of whom are homeowners. The plan lacks age-friendly approaches such as accessibility modifications, aging-in-place supports, help with rising property taxes and maintenance costs, and housing options integrated with health needs. Stability for older adults requires more than displacement protection; it requires affordability (older adults may not require subsidies because of assets or pensions but need affordable options because they are often priced out of the market due to high taxes or property prices), accessibility, health integration, navigation support for those who struggle with digital platforms, and safety measures tailored to aging.

I like that middle and low income is going to be in all neighborhoods

Why are you tearing down the wonderful affordable housing that was home to so many working class individuals/families to build the pinnacle project? For so many of the folks who work at QFC/Bellevue Square/etc. that was a wonderful home. The costs they incurred to move were unbelievable and unnecessary.

Maintaining and improving that existing development would have been an asset to Bellevue. It is/was a livable area community.

Strategies do not mean much unless they are plans in place to implement them. I would like to see that.

Dear Councilmembers,

We commend the City of Bellevue for its leadership in addressing housing affordability and equity. As you advance efforts to build and preserve 5,700 affordable housing units over the next decade, we urge the Council to pair these investments with strong workforce standards that benefit both residents and the local economy.

Why Apprenticeship Utilization Matters

Pathways to Family-Wage Careers: Requiring apprenticeship participation ensures that construction projects create opportunities for Bellevue residents to enter skilled trades and earn sustainable wages.

Workforce Development: Apprenticeships build a pipeline of qualified workers, supporting long-term housing goals and reducing future labor shortages.

Equity in Employment: Structured apprenticeship programs promote diversity and inclusion, opening doors for women, veterans, and underrepresented communities.

Labor Standards for Quality and Accountability

Prevailing Wage Requirements: Guarantee fair compensation for workers, preventing wage suppression and ensuring high-quality construction.

Safety and Training: Enforce robust safety standards and training requirements to protect workers and maintain project integrity.

Local Hiring Incentives: Encourage contractors to prioritize local workers, keeping economic benefits within Bellevue.

Aligning Housing and Workforce Goals

Affordable housing should not only provide shelter—it should also strengthen the community. By requiring apprenticeship utilization and labor standards on publicly funded or incentivized projects, Bellevue can:

- Deliver housing that is affordable, durable, and built to high standards.
- Create economic mobility for residents through skilled career pathways.
- Ensure public investments generate long-term community benefits.

We respectfully request the Council's support in adopting policies that make apprenticeship utilization and labor standards a core component of Bellevue's affordable housing strategy. Together, we can build housing that is not only

affordable but also equitable and economically empowering.

Sincerely,
[redacted]

Western States Regional Council of Carpenters

Use contractors just have apprentice utilization and putting local tradesman to work.

Private properties, cars, bank savings and other investments should be considered as well as income when City provides housing to qualified families. More private properties and savings, the lower ranking of receiving housing. And City should limit the housing to current and former Bellevue residents. City should publish the selection process and policies of families who receive housing.

The strategies seem well thought out. I have a concern with how they are presented. There is a tendency to use acronyms with the assumption they are understood by all readers. I have no clue what these acronyms are:

TOD in AH.5

C1 in AH.6

CC&Rs in SD.3

They should be clarified!

Surrey downs zoning should be increased, recently tons of very large SFMs when the neighborhood should be more like split level apartment, condo, etc.

So many of these strategies call for funding and incentives, but I haven't heard any proposed sources for where it will come from. Cities have limited options, and Bellevue seems very hesitant to raise any new revenue.

Other approaches are valuable and have their role to play, but the vast majority of our effort should go into increasing supply. We have to make it possible to build units that are affordable. Part of that is simplifying regulations to bring costs down and make more types of housing legal. Even then, I don't think the private market will build all of the housing we need. Government should develop housing to fill that need, separate from the profit motives and minimum returns that private developers seek. (public housing probably isn't something Bellevue will do by itself, but it should push for it)

I've concerns with the amount of funding that's gonna go to monitoring and education that doesn't actually get down to the people who need it.

They all seem like admirable goals and workable strategies.

You do not need to obtain new revenue unless it comes from grants. The people of this city are burdened enough.

Too many strategies means there's no clear strategy, too many things to spread the resource available

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
MINUTES

March 25, 2026
6:30 p.m.

Bellevue City Hall
Room 1E-113

COMMISSIONERS PRESENT: Chair Khanloo, Vice Chair Lu, Commissioners Ferris, Goepple Kennedy, Villaveces

COMMISSIONERS REMOTE: None

COMMISSIONERS ABSENT: Commissioner Nilchian

STAFF PRESENT: Kate Nesse, Justin Panganiban, Zack Luckin, Community Development Department; Matt McFarland, City Attorney's Office

COUNCIL LIAISON: Councilmember Bhargava

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER
(6:30 p.m.)

The meeting was called to order at 6:30 p.m. by Chair Khanloo who presided.

2. ROLL CALL
(6:31 p.m.)

Upon the call of the roll, all Commissioners were present except Commissioner Nilchian.

3. APPROVAL OF AGENDA
(6:32 p.m.)

A motion to approve the agenda was made by Commissioner Ferris. The motion was seconded by Commissioner Goepple and the motion carried unanimously.

4. REPORTS OF CITY COUNCIL, BOARDS AND COMMISSIONS
(6:32 p.m.)

Councilmember Bhargava conveyed the positive news that the City Council appointed Commissioner Kennedy to a full term that extends through May 31, 2030. It was also reported that the Council at its most recent meeting conducted a public hearing and deliberated on a street easement vacation, and received an update regard the city's Affordable Housing Strategy. It was noted that stakeholder feedback led the Council to remove the proposed rental registration requirements, though monitoring mechanisms will remain in place to ensure housing units meet the established code standards.

Councilmember Bhargava said the Council received an update regarding the recently completed legislative session in Olympia, including the millionaire's tax that had drawn significant public interest.

The Commissioners were informed regarding a forthcoming request for proposals related to the city's solid waste services contract, a substantial agreement valued at approximately \$37 million dollars annually. Preparatory work is underway and the formal solicitation is expected in October. The new contract is anticipated to take effect in mid-year 2027.

5. STAFF REPORTS (6:34 p.m.)

A. Planning Commission Meeting Schedule

Planning Manager & Planning Commission Liaison Dr. Kate Nesse took a few minutes to review the Commission's schedule of upcoming meeting dates and agenda items.

Dr. Kate Nesse also described for the Commission the ongoing work to standardize templates for agenda memoranda and comment reporting to reflect a broader effort to improve efficiency and consistency in documentation.

Commissioner Goeppele suggested a summary of the legislative initiatives from the state level at a future meeting in light of the increasing volume of mandates affecting local planning responsibilities. Dr. Kate Nesse agreed to explore coordination with the government relations office to provide such briefings.

6. WRITTEN AND ORAL COMMUNICATIONS (6:38 p.m.)

A. Written Communications (6:38 p.m.)

Dr. Kate Nesse noted the receipt of one written comment shortly before the meeting.

B. Oral Communications (6:39 p.m.)

Chair Khanloo reviewed the procedural rules, including the three-minute time limit per speaker, the total 30-minute allotment for oral communication, and the requirement under Ordinance 6752 that comments relate to matters within the Planning Commission's authority.

Cosmos Darwin expressed appreciation for the city's recent urban development and increased vibrancy. The Commission was encouraged to adopt an ambitious and forward-looking approach to the comprehensive planning process for the Eastgate and Factoria neighborhoods. He emphasized the significant redevelopment potential of the existing surface parking areas, and the anticipated benefits of future light rail expansion. The speaker advocated for bold transit-oriented development strategies, including expanded mixed-use zoning; high-rise construction near transit stations; improved pedestrian infrastructure; and strategic coordination with regional transit planning to maximize redevelopment opportunities. Supporting materials, including maps and conceptual renderings, were shared with the Commission for further consideration.

Alex Tsimmerman expressed strong dissatisfaction with certain procedural practices and longstanding rules governing public participation, particularly those related to speaking limits and meeting conduct.

The Chair intervened to remind the speaker that comments must pertain to agenda items and comply with the established meeting rules. The speaker continued to voice concerns regarding perceived restrictions on freedom of speech and past interactions with city officials.

Leslie Geller, a long-term resident of the Eastgate neighborhood, addressed the purpose of the Neighborhood Area Plan process and emphasized that the plan is intended to reflect community preferences and neighborhood character rather than to establish new zoning changes. The remarks underscored concern that proposals for significantly taller buildings will be inconsistent with the established character of a mid-century residential area. The speaker also noted ongoing collaboration with city planning staff and reiterated that the plan should remain grounded in the priorities of local residents.

7. PUBLIC HEARING – None
(6:48 p.m.)

8. STUDY SESSION
(6:48 p.m.)

A. Update on the Great Neighborhoods Program: Eastgate and Factoria

Chair Khanloo said the Eastgate and Factoria Neighborhood Area planning processes are rooted in extensive community engagement that is designed to equitably involve local stakeholders in defining neighborhood values and priorities that ultimately will be reflected in policy development.

Senior Planner Justin Panganiban explained that the Great Neighborhoods Program was initiated by the City Council in 2018 to update all sixteen neighborhood area plans, many of which have not been revised for decades. Updates have already been completed for several neighborhoods, including Northeast and Northwest Bellevue in 2021, and Crossroads and Newport in 2025. The Eastgate and Factoria plans currently under review are the next phase of the program, and additional neighborhood updates are scheduled to kick off in subsequent years. The importance of continuous improvement in planning practices was emphasized, particularly in the areas of community engagement and urban design, to ensure that the resulting policies effectively support local needs and long-term development goals.

The Commissioners were presented with a geographic and functional overview of the Eastgate and Factoria neighborhoods. Justin Panganiban described Eastgate as a large and diverse area along the I-90 corridor that includes residential neighborhoods, commercial uses, light industrial activity, parks, and major institutions such as Bellevue College. Factoria, which is located to the west and which is bounded by I-405 and I-90, was characterized as a significant commercial and employment center featuring retail, professional services, and pockets of residential neighborhoods. Both of the neighborhoods underwent major updates in 2015 to support transit-oriented development associated with anticipated high-capacity transit infrastructure.

The neighborhood planning process is a four-phase structure: discover, define, refine, and adopt.

The refine phase is scheduled to begin in May during which draft policies will be prepared for public review and feedback. Review of the draft plans by the Commission is anticipated to occur in June, followed by a legislative review process involving both the Planning Commission and the City Council in the fall.

There are three key components of the neighborhood area plan: 1) a full update of the neighborhood area plan and policies to be consistent with neighborhood area boundaries and citywide policies; 2) establishing urban design concepts to improve the design and function of public spaces throughout the neighborhood; and 3) land use changes which sets direction for future growth as reflected in the Comprehensive Plan Future Land Use Map. While property owners were given the opportunity to apply for land use map changes, no such changes were submitted before the September 15th deadline.

The plan is organized into five sections, each with an overarching goal and associated policies. The sections are 1) neighborhood identity 2) mixed-use and neighborhood centers; 3) community gathering spaces; 4) mobility and access; and 5) environmental.

Senior Planner Zack Luckin said community engagement lies at the heart of neighborhood planning and is a focus of our continuous improvement. Eastgate and Factoria are unique in their diversity of residents, businesses, human services, faith communities, and educational institutions, and voices are pivotal in creating plans that represent the communities. The staff approach has focused on equitable, consistent, and inclusive engagement as a means for proactively connecting with communities that typically are not engaged through traditional forms of outreach. Both in-person and online engagement opportunities have been offered that prioritize meeting the community where they are by attending community events, attending meetings, and tabling across the neighborhood. The project team has been working closely with the Cultural Outreach Assistants as well as community leaders to identify opportunities to connect with the voices that are not heard from as much in the process. Ways are being sought to adapt the engagement materials in a manner that resonates more with those groups. The staff aim for interactive, accessible, and fun ways to participate, including the use of tactile activities and making engagement approachable regardless of age and ability. The idea is to make engagement something that families, friends, and neighbors can do together, allowing for them to share matters important to them.

The discover phase kicked off with an in-person event at the South Bellevue Community Center. A questionnaire was sent to every household, and online engagement was through the online hub Engaging Bellevue. Tabling was conducted at various community events. A student workshop was held at Newport High School. Staff met with every business in both neighborhoods and engaged in door-to-door visits as well as in a business listening session. Two neighborhood scans were carried out in which walks were taken with the communities to identify various opportunities and challenges.

The engagements in Factoria yielded important lessons about what the community values and what they see as the assets in their community. The values are an expression of what is most important to the community, what they take pride in, and what they aspire to be. In turn, the values illustrate the vision for what the community wants to achieve in the future. In Factoria, people value safety, diversity and inclusion, accessibility and connectivity and affordability. They identified their neighborhood assets as diverse and international retail offerings, the convenience of meeting their daily needs close to home, and easy highway access.

Asked what they see as opportunities for improvement in their neighborhood, the Factoria

participants identified a need for more pedestrian-friendly public spaces; stronger recognition of the neighborhood's international identity; more dedicated parks and flexible community gathering spaces; more communal use of Factoria Mall; better walkability and bus access; and integrating natural elements into the neighborhood.

With regard to the Eastgate neighborhood, Justin Panganiban shared that the residents valued safety, natural beauty, diversity, and economic vitality. The community members frequently identified mature trees, streams, open spaces and accessible parks as defining features of their neighborhood, along with the convenience of nearby services and proximity to outdoor recreation. A strong sense of community connection and neighborliness was also noted as a recurring theme. However, the residents identified ongoing concerns related to aging infrastructure, including maintenance of sidewalks and vegetation, declining tree canopy, limited access to neighborhood-serving businesses and gathering spaces, and gaps in pedestrian and bicycle infrastructure. Additional concerns included reductions in transit service and safety issues along major corridors associated with poor lighting, overgrown vegetation, and insufficient walking infrastructure.

Building on the findings, Justin Panganiban explained that the draft vision statements shared in January during the define phase were developed based on earlier community input. The draft statements were intended to articulate a forward-looking vision for the neighborhoods over the coming decades, and to establish broad priorities that will guide the drafting of more detailed policy language. Both in-person and online opportunities were provided to gather feedback on the draft concepts. Community participation will continue as the planning framework evolves.

One area of continuous improvement involves how to report back on the engagement outcomes. In addition to traditional written reports, staff has partnered with Bellevue TV to produce informational videos describing the planning process, program goals, and community feedback received to date. The videos are designed to remain relevant throughout the project timeline and are distributed through multiple communication channels, including email, social media, and city websites. The materials include multilingual captioning to enhance accessibility and are intended to create a more inclusive and transparent engagement process.

The flagship event of the design phase was the urban design community workshop that was held in Eastgate. Zack Luckin explained that the event featured hands-on activities designed to encourage participation from individuals of all ages. It included a mapping exercise in which the participants placed stickers on large neighborhood maps to indicate the type and location of desired improvements. A dedicated activity area for children allowed the younger participants to illustrate their vision for the neighborhood's future. The mapping exercise was intended to inform conceptual planning and policy development rather than to identify specific construction projects. The workshop activities focused on two principal categories of potential improvements. The first addressed neighborhood connectivity, including transportation infrastructure, transit amenities, and wayfinding features intended to improve movement throughout the community. The second focused on neighborhood experience, encompassing parks, gathering spaces, public art, lighting, and safety enhancements designed to improve the quality and usability of public spaces. The participants were also encouraged to provide open-ended feedback through written comments, allowing staff to capture additional perspectives on community needs and priorities.

Zack Luckin further explained that targeted outreach was conducted to ensure participation from populations that may face barriers to engagement. The efforts included facilitated workshops in residential complexes, libraries, faith institutions, and supportive housing facilities, as well as informal outreach activities at community centers, educational institutions, employment sites,

and commercial locations. Feedback from employees at major employment centers highlighted challenges related to transportation connectivity, wayfinding infrastructure, and access to amenities such as green space and gathering areas. The participants also noted that limited after-hours activities contribute to reduced neighborhood vitality and discourages workers from remaining in the area beyond the workday. Staff are reviewing the collected input and preparing engagement summaries to be published later in the spring.

Justin Panganiban said an engagement was conducted with residents and service users at the Eastgate Housing Campus, which includes Polaris at Eastgate, Plymouth Crossing, and the Porchlight Eastside Men's Shelter. The staff were invited into the facilities to meet directly with facility staff and residents, many of whom have longstanding ties to the Eastgate community despite experiencing varied personal circumstances. The participants expressed a strong desire to ensure that the neighborhood remains welcoming and supportive for families and individuals. Those individuals who rely on walking or public transportation identified concerns similar to those raised in other outreach efforts, including litter, inadequate sidewalks, and insufficient lighting, all of which were described as diminishing the sense of safety and accessibility in the surrounding area. The participants also shared ideas for strengthening community cohesion through the development of shared amenities such as gathering spaces, gardens, and recreational areas. The conversations reinforced the presence of shared values across diverse segments of the community regarding the future of the neighborhood.

Justin Panganiban said all of the community input is being incorporated as building blocks for the draft plan. They will guide municipal decision-making related to programs, facilities, partnerships, and regulatory actions. The inputs will also inform the creation of urban design concept maps that identify broad strategies for improving connectivity and public gathering spaces. The maps are intended to provide strategic direction rather than to identify specific construction projects. To support continued public involvement, an open house will be scheduled in early May to solicit feedback on the draft policies prior to a formal review by the Commission in June. Additional consultation with other city boards and commissions is planned to ensure that a wide range of perspectives will inform the final draft presented to the Commission.

Justin Panganiban said the Commission will review the proposed neighborhood plan updates against the established Land Use Code criteria before making recommendations to the City Council. The initial review is expected to occur in the summer. Staff will seek from the Commission direction to schedule public hearings in early September following the August recess.

Commissioner Ferris expressed appreciation for the outreach conducted with residents of supportive housing communities and emphasized the importance of including those individuals as full participants in the planning process, and then raised a substantive question regarding the physical division of the Eastgate neighborhood by I-90 which creates a functional separation between the northern and southern portions of the area. The question asked was if staff have observed differences between the two areas, and whether the planning process might benefit from treating them as distinct subareas. Justin Panganiban acknowledged that the interstate does present a significant barrier affecting mobility and access to services. Residents frequently cited the difficulty of crossing the corridor to reach essential destinations such as grocery stores. However, the planning framework allows for targeted policy approaches within a unified neighborhood plan, enabling specific areas to receive tailored attention while still maintaining an overall shared vision for the community. Staff recommended against formally dividing the neighborhood into separate planning areas.

Commissioner Kennedy voiced appreciation for the thoroughness and inclusiveness of the outreach process and highlighted walkability as a dominant theme emerging from the community feedback. She asked how the proposed policies will translate into tangible improvements such as additional sidewalks and pedestrian crossings, and what timeline residents can expect for implementation. Justin Panganiban said the plan establishes a framework for identifying transportation gaps and prioritizing infrastructure improvements in coordination with the city's transportation department. Urban design concept maps and engagement findings will help identify specific locations where improvements are most needed, and collaboration with transportation staff will align future projects with community priorities. The implementation timelines will depend on a variety of factors, including redevelopment activity, funding availability, and coordination with private partners, and therefore cannot be precisely determined at the current stage.

Commissioner Villaveces returned to the question of whether Eastgate should be treated as a single neighborhood, noting that the presence of a major highway challenges the traditional definitions of neighborhood boundaries. Acknowledging the distinct characteristics of areas north and south of the highway could lead to more tailored planning approaches. Improving sidewalks alone may not fully address walkability concerns given that the broader issue lies in the large distances between destinations and the automobile-oriented design of the area. By way of contrast, Factoria has characteristics that are more consistent with an urban district. It has the greater potential for mixed-use development and pedestrian-oriented design. Recognizing the differing scales and physical conditions of each area could help produce more effective planning outcomes. Justin Panganiban clarified that the designation "neighborhood area" refers to a collection of multiple neighborhoods grouped within a defined planning boundary rather than a single neighborhood. Within both Eastgate and Factoria there are identifiable sub-neighborhoods with distinct characteristics, such as residential clusters, institutional campuses, and employment centers. The planning process seeks to establish a unified vision for the broader area while still recognizing and addressing the differing priorities and development needs of individual sub-neighborhoods. The framework is a method for maintaining coherence in planning while allowing for flexibility to respond to localized challenges.

Commissioner Goeppele emphasized that the I-90 roadway functions as a substantial barrier to movement for pedestrians and cyclists. The crossing is intimidating and potentially unsafe. Insufficient connectivity could contribute to long-term inequities between different parts of the city. Improving physical connections across the corridor should be considered a priority in order to prevent disparities in investment and quality of life between neighborhoods. The community feedback described the neighborhoods as both diverse and convenient, as well as neglected and congested, and that should serve as a warning that additional effort may be needed to attract investment and ensure positive future development.

Justin Panganiban addressed the relationship between neighborhood planning and future light rail development. Both Eastgate and Factoria are designated mixed-use and countywide centers and as such are expected to receive high-capacity transit investment in the future. While the timeline for neighborhood planning does not directly align with the regional transit agency's project schedule, the planning process can still establish a policy framework that reflects community priorities regarding transit access and development opportunities. Although the current planning effort does not determine station placement or alignment decisions, it does position the city to collaborate effectively with regional partners as transit infrastructure is developed.

Vice Chair Lu noted that conditions for walking and cycling have improved over time in Factoria

but they remain imperfect. Appreciation was voiced for the comprehensive engagement process, and the importance of continued improvements to sidewalks and transportation connections was stressed. With regard to the economic stability of local businesses, particularly those dependent on major employers in the area, Vice Chair Lu raised concerns about the potential impact of fluctuations in office occupancy or corporate relocation on small businesses, particularly given past experiences in nearby employment centers where business turnover followed the departure of major tenants. Zack Luckin acknowledged that changes in workplace practices have already affected local businesses and cited examples in which corporate policies reduced the demand for nearby services. Strengthening neighborhood amenities and creating environments that encourage people to remain in commercial areas after work could help sustain local businesses. The idea behind enhancing public spaces, increasing opportunities for social activity, supporting business networks, and coordinating with economic development programs is to reduce the displacement risks during redevelopment. While no immediate relocation of major employers has been identified, continued collaboration with economic development teams will remain essential to maintaining business vitality as the area evolves.

Chair Khanloo asked about the relative effectiveness of the different outreach methods used during the engagement process. Justin Panganiban said each outreach approach serves a distinct purpose and reaches different segments of the population. The questionnaires mailed to all households generated response rates consistent with typical planning outreach efforts, which generally is in the range of three to four percent. While the percentage may appear modest, it represents only one component of a broader engagement strategy that included workshops, neighborhood walks, and community events designed to capture a wider range of perspectives. Additional efforts are underway to improve data collection methods in order to better understand which types of households are responding to the various outreach initiatives.

Commissioner Ferris suggested that the anticipated arrival of light rail could significantly reshape both neighborhoods. As such, the city should consider revisiting the neighborhood plans sooner than usual after transit service begins. The suggestion emphasized the importance of monitoring changes in development patterns and community conditions over time and adjusting planning policies accordingly to ensure that the plans remain responsive to evolving circumstances.

Commissioner Villaveces stressed the impact of Bellevue College on the neighborhood planning process. The institution represents a significant presence in the northern portion of Eastgate and could play a central role in shaping connectivity to future transit and surrounding commercial areas. Although the distance between the college and nearby destinations may be manageable for cyclists, the current environment presents challenges for many users, particularly pedestrians. Staff were asked to indicate how the staff of Bellevue College had been included in the planning framework, and what level of coordination has taken place with the institution. Justin Panganiban explained that staff has established working relationships with key representatives from Bellevue College, including leadership in student services and governmental relations. The engagement activities included tabling events during multiple planning phases to gather feedback from students and faculty. The participants expressed interest in improved access to retail and student-oriented amenities near campus. Because the campus functions largely as a commuter institution, many individuals leave immediately after classes, which highlights an opportunity to encourage more integrated development in the surrounding area through transit-oriented planning and coordination with the college's long-term strategic planning initiatives. The anticipated establishment of an institutional land use district will provide an additional framework for guiding future growth in a manner compatible with the surrounding neighborhoods.

Commissioner Goeppele returned to the topic of future light rail development and emphasized the importance of planning for both certainty and uncertainty in long-term infrastructure projects. The city should consider implementing incremental transportation improvements that could provide immediate benefits to residents while simultaneously preparing the community for the eventual arrival of high-capacity transit along the I-90 corridor. In response, Justin Panganiban acknowledged that the proposed alignment includes a potential station at an existing park-and-ride facility that already functions as a regional transit hub. Improvements to access, circulation, and connectivity implemented in the present could certainly support both current transportation needs and future station development regardless of the final timeline for rail construction. Commissioner Goeppele added that increasing ridership and accessibility could also help demonstrate a demand for transit services and strengthen the case for future investment decisions.

Vice Chair Lu referenced the city's traffic calming program and asked if planning staff are collaborating with those efforts to address the safety concerns raised through community feedback. Zack Luckin confirmed that staff are working closely with the transportation personnel responsible for safety and speed management programs, including initiatives associated with Vision Zero and Safe Routes to School. Traffic calming measures have already been implemented in certain locations as pilot programs. Additional problem areas have been identified through community engagement and they will be incorporated into the urban design concept maps and communicated to subject matter experts across the departments. Justin Panganiban added that broader strategies such as Complete Streets and landscaping improvements could also contribute to natural traffic calming and improved safety conditions throughout the neighborhood.

Vice Chair Lu shared personal observations about vegetation maintenance along bicycle routes, noting that overgrown landscaping can create hazards for cyclists and pedestrians and may discourage the use of the existing paths. Maintenance practices play an important role in transportation safety. Such considerations should be incorporated into future policy discussions as part of a comprehensive approach to infrastructure management.

Chair Khanloo raised a procedural question regarding the timeline going forward. Justin Panganiban stated that the draft policies will be released for public review in early May, and that will be accompanied by an open house intended to initiate community feedback. Additional opportunities for comment will be offered throughout May through both in-person engagement and online platforms, and there will be presentations made to the city's various boards and commissions during May and June. The public will have approximately six weeks to review the draft policies before formal consideration by the Planning Commission. There will be continued opportunities for public comment during subsequent Commission meetings.

9. OTHER BUSINESS – None
(7:45 p.m.)

10. APPROVAL OF MINUTES
(7:45 p.m.)

- A. February 11, 2026
- B. February 25, 2026

A motion to approve both sets of minutes was made by Commissioner Ferris. The motion was seconded by Commissioner Villaveces and the motion carried unanimously.

11. EXECUTIVE SESSION – None
(7:46 p.m.)

12. ADJOURNMENT
(7:46 p.m.)

A motion to adjourn was made by Commissioner Ferris. The motion was seconded by Commissioner Villaveces and the motion carried unanimously.

Chair Khanloo adjourned the meeting at 7:46 p.m.