

From: [Steve Ziskind](#)
To: [PlanningCommission](#); [Council](#)
Cc: [Johnson, Thara](#); KNeese@BellevueWA.gov; [King, Emil A.](#); [Carlson, Diane \(she/her\)](#); [Gerla, Kathy](#)
Subject: Proposal re: Zoning Umbrella
Date: Friday, June 14, 2024 8:18:22 PM

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Planning Commission Members,

I have been a resident of Newport Hills since 1981, 43 years now, and have recently become aware of the staff-proposed "Zoning Umbrella" that would alter the process for property owners to seek a change in zoning. My best understanding of this proposal makes me quite concerned, for two related reasons.

First, the proposal could possibly permit construction at the Newport Hills Shopping Center on a scale that would be out of character for our neighborhood. I believe that nearly all of my neighbors can accept, perhaps welcome, enhancements to the shopping center that would extend the current single story buildings to 2 or 3 stories. This assumes, of course, that the businesses now there would be mostly retained. The community especially values the restaurants, and would want any new occupants to be of a sort that would serve the surrounding neighborhood.

But it would appear that the suggested zoning change could permit buildings up to 6 stories! Such tall structures would be wildly out of place in Newport Hills.

It could allow nearly twice as many units as are in the Newporter Apartments, which has insufficient parking, spilling resident parking into nearby residential streets. Additionally, it seems that the change would not enforce any requirement for the "new, improved" businesses to have any direct relevance to the community. Without explicit legal commands, developers will maximize their ROI, sweeping aside any consideration of the impact to the adjacent neighbors. We will be presented with a large number of pricey apartments/condos, with a minimal number of low income units, if any.

Second, Newport Hills has very constrained vehicle access. Entering or leaving via 119th is already a slow proposition during several times of the day, and the traffic at Newport Heights Elementary only adds to frustration. If a significant number of housing units are added at the current shopping center, the traffic problem will become very bad. The other two approaches to Newport Hills are also dependent on Coal Creek Parkway traffic, which has its own heavy usage at significant times. The already frustrating driving in the neighborhood will become terrible.

-- Steven Ziskind
-- 5203 123 Ave. SE
-- 425.891.3161

From: [Catherine Wong](#)
To: [PlanningCommission](#)
Subject: Zoning Umbrella Proposal
Date: Sunday, June 16, 2024 10:29:16 AM

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Hello,

I live at the Newport Hill neighborhood and after I heard about the zoning umbrella proposal, I strongly disagreed this proposal and it has negative implications for all the residents who live here. I would like to share my concerns.

Thank you.

Best,
Catherine

From: [LINDA DELLA ROSSA](#)
To: [PlanningCommission](#); [Johnson, Thara](#)
Subject: Zoning Umbrella Proposal
Date: Sunday, June 16, 2024 2:45:52 PM

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I have been a resident of Newport Hills for 47 years and very much appreciate the community feel of the neighborhood.

I am against rezoning that does not provide requirements for notification to residents in the surrounding neighborhoods and input from the residents.

Rezoning should be reviewed and approved by the Planning Commission and Council. Bellevue is not just the downtown core. it is all of the many community neighborhoods that make Bellevue a great place to live. I worked in downtown for over 35 years at PACCAR and witnessed the many changes that occurred over the years. I understand the need the growth. However, when the work day is over, people who live in the neighborhood communities look forward to going home and enjoying that feel of a small town.

A single property owner in one of these community neighborhoods should not be able to make a significant change without the input of the surrounding neighborhoods. Why should that person have more rights than the thousands of residents living in the neighborhood. Adding a significant number of apartments or condos would make the traffic on the hill very congested. Coal Creek Parkway is already very crowded, with many cars coming up 119th Ave SE and through Newport Hills to bypass the Coal Creek traffic.

I agree that the Newport Hills shopping district could be revitalized but not to the detriment of the neighborhood feeling. Tell me where I would get gas and have my car repaired if the Newport Hills Chevron no longer existed where it is now. There are many long time residents like me and newer residents with small children working from home who very much appreciate the convenience of their local gas station.

Thank you for considering my thoughts.

Linda Della Rossa
5627 116th Ave SE
Bellevue, WA
a53twin@comcast.net

From: [p.johnston](#)
To: [Comp Plan 2044](#); [PlanningCommission](#)
Subject: Managing Growth
Date: Monday, June 17, 2024 4:51:03 AM

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While having many opportunities for growth is very flexible for developers, it can lead to growth that is too fast. Moratoriums, which increases the risk in development, is the only tool that I know for the city to manage too much growth.

If transportation needs for development exceed the available means, a moratorium would be required until the level of transportation met the need.

What other tools or methods are available with the 2044 Comp Plan?

Below is a Moratorium that Bellevue implemented in 2007.

Ordinance 5768

[https://codepublishing-modern-prod.s3.us-west-2.amazonaws.com/dJ6ucjumKrrgCyoTggUoBQhs?response-content-disposition=inline%3B%20filename%3D%22Ordinance%20No.%205768.pdf%22%3B%20filename%2A%3DUTF-8%27%27Ordinance%2520No.%25205768.pdf&response-content-type=application%2Fpdf&X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Credential=ASIAQSZNCCZNEOINHVFY%2F20240617%2Fus-west-2%2Fs3%2Faws4_request&X-Amz-Date=20240617T112805Z&X-Amz-Expires=300&X-Amz-Security-Token=IQoJb3JpZ2luX2VjEFMaCXVzLXdlc3QtMiJHMEUCIH41olqy814nqMgFX0wu8VRbGuGUmXxOwqOoQqoYouSuAiEA1p0%2FvmgoKUhdgS3xcCVWFhvvtvxxlGpT5U13AbZcdblq8QMI7P%2F%2F%2F%2F%2F%2F%2F%2F%2F%2FARADGgwwNDAzNTk4NzQxMzgiDIIfYdQHmBz51luJw8irFA2Krwl8veYDbi92R03XQ4LWASikNyMPIIE3onM17dtiEgb0hCvPUNhwpFG3wiKiNk%2BX190qAMfvg%2Ba9ANKII2zeE61sPsE3el7RX4Xywm0qzRsIt4XAuuxQHqHCDvOFpXXsksu34neD%2BUU7Td6OY%2BKH8%2FVKovWY%2BYDmnH9mOePRFcRqzCqVcGAEMye2ZLcdH8JhXsokDzUG888u%2F1RF0fQHuhmTuk%2BceKAiknqsV5WsZ%2F%2BUelb5cCSjKKcfWbVT1WdywLXST2A3rcqyZHoKIBGWP%2B7uSkqQCc9RMa%2BFbW%2FeWQGwaQxfi2r%2B7%2FH08qvflvBKPiLL0Quhj6mccHjc2PxXT2xEL96Lio10iSum6MwaBRgGMs7Eg3IFqJnm8xykLWCuPYAr7%2FT5H3ekK8WdYVKKJd4oScr3AVKw2ctAEtuGtn7W7er%2FvN2Ibl44m8Y4uZXMzStRBEQRpCLTD1KopKgzfzqJ3cGCanDjNIDBVuskwn5hJfh8oz6gJFcUBPFoGZR%2Fdr6DpVpHjmTXCDTPc3hMpS%2B5x%2BBEyJRSr0VqYiSQjZzunT%2FX5wgCRoZJbrv0Tb0dUGn8AyTfl%2FJTZqVB0ZFmyaJ7YhXDDer8CzBiqLAR8q](https://codepublishing-modern-prod.s3.us-west-2.amazonaws.com/dJ6ucjumKrrgCyoTggUoBQhs?response-content-disposition=inline%3B%20filename%3D%22Ordinance%20No.%205768.pdf%22%3B%20filename%2A%3DUTF-8%27%27Ordinance%2520No.%25205768.pdf&response-content-type=application%2Fpdf&X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Credential=ASIAQSZNCCZNEOINHVFY%2F20240617%2Fus-west-2%2Fs3%2Faws4_request&X-Amz-Date=20240617T112805Z&X-Amz-Expires=300&X-Amz-Security-Token=IQoJb3JpZ2luX2VjEFMaCXVzLXdlc3QtMiJHMEUCIH41olqy814nqMgFX0wu8VRbGuGUmXxOwqOoQqoYouSuAiEA1p0%2FvmgoKUhdgS3xcCVWFhvvtvxxlGpT5U13AbZcdblq8QMI7P%2F%2F%2F%2F%2F%2F%2F%2F%2F%2F%2FARADGgwwNDAzNTk4NzQxMzgiDIIfYdQHmBz51luJw8irFA2Krwl8veYDbi92R03XQ4LWASikNyMPIIE3onM17dtiEgb0hCvPUNhwpFG3wiKiNk%2BX190qAMfvg%2Ba9ANKII2zeE61sPsE3el7RX4Xywm0qzRsIt4XAuuxQHqHCDvOFpXXsksu34neD%2BUU7Td6OY%2BKH8%2FVKovWY%2BYDmnH9mOePRFcRqzCqVcGAEMye2ZLcdH8JhXsokDzUG888u%2F1RF0fQHuhmTuk%2BceKAiknqsV5WsZ%2F%2BUelb5cCSjKKcfWbVT1WdywLXST2A3rcqyZHoKIBGWP%2B7uSkqQCc9RMa%2BFbW%2FeWQGwaQxfi2r%2B7%2FH08qvflvBKPiLL0Quhj6mccHjc2PxXT2xEL96Lio10iSum6MwaBRgGMs7Eg3IFqJnm8xykLWCuPYAr7%2FT5H3ekK8WdYVKKJd4oScr3AVKw2ctAEtuGtn7W7er%2FvN2Ibl44m8Y4uZXMzStRBEQRpCLTD1KopKgzfzqJ3cGCanDjNIDBVuskwn5hJfh8oz6gJFcUBPFoGZR%2Fdr6DpVpHjmTXCDTPc3hMpS%2B5x%2BBEyJRSr0VqYiSQjZzunT%2FX5wgCRoZJbrv0Tb0dUGn8AyTfl%2FJTZqVB0ZFmyaJ7YhXDDer8CzBiqLAR8q)

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SignedHeaders=host&X-Amz-
Signature=86b266536b48850fcf6c7ecccc012665409fa0ad8122fddffe971659dd7811a
8

With appreciation,

-pamela johnston

From: [Judy](#)
To: [PlanningCommission](#)
Cc: [Johnson, Thara](#)
Subject: Bellevue Comprehensive plan/Rezone
Date: Monday, June 17, 2024 9:35:40 AM

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I am writing to voice my objection to the proposed changes the planning commission is considering making that will alter the process for parcel specific zoning.

My family has lived in Newport Hills for 27 years. Our children grew up in the neighborhood, attended school in the neighborhood, played sports and socialized in Newport Hills. It has been a wonderful, safe, friendly neighborhood to raise our family and now spend our retirement in. One of the things that makes Newport Hills unique is that it is quite insular. There are only a few ways to get on and off 'the hill', which often results in long lines of traffic at peak hours.

One of my biggest objections to the Zoning Umbrella is that our elected officials (who represent the residents of Bellevue who have voted in said officials) won't be making the zoning requests changes asked for by developers, the planning commission 'paid' staff will. This will allow developers to come into any neighborhood in Bellevue and make changes that will have no impact on the paid staff who have no interest in representing the concerns of the citizens living in those neighborhoods. Such changes could have a huge impact on communities by adding more children, more cars, worse traffic and sadly the potential loss of neighborhood oriented businesses. In a somewhat enclosed neighborhood like Newport Hills, this would be devastating to our community. Our elementary school is already bursting at the seams, the time it takes to get off 'the hill' in the morning and back home in the afternoons is considerate, even for those taking public transport since the busses are stuck in the same traffic as the cars.

The planning commission staff don't live in our neighborhoods and don't know what the residents want. Our elected officials know (or at least should know) what their constituents want. I feel safe in saying, there are likely very few residents in any neighborhood of Bellevue who want to see more traffic, more crowded classrooms, less neighborhood-oriented businesses or people who don't represent them making decisions about what kind of structures/mega housing units can be built in their neighborhoods.

The public needs to retain our right to voice our opinions on proposed zoning changes without having to hire a lawyer to represent us.

Respectfully submitted,

Judy Swenson

Newport Hills

From: [Shaina Cordova](#)
To: [PlanningCommission](#); [Johnson, Thara](#)
Subject: Newport Hills Shopping Center
Date: Monday, June 17, 2024 11:23:35 AM

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Hello!

I will not be able to attend the public hearings for the Bellevue Comprehensive Plan / Rezone, so I wanted to write in. I think upzoning the Newport Hills Shopping Center is a bad idea. Congestion in the morning and evening during rush hour is already horrible. Adding an additional 100+ homes to our neighborhood would make it far worse and unmanageable. Unless the city can come up with a better way to manage congestion and back ups, I think this is a very bad idea. Elementary and Middle schools are already closing all over Bellevue, by adding this many families to the Newport Hills area, the schools will be bursting at the seams.

I would support adding a few more homes or townhomes in that area, but definitely far less than what is being proposed. There are already areas around here building 15+ houses, all of these are going to add up very fast and I am worried about what that means for our daily commute. Adding a few more restaurants or coffee shops in that area would be a great start, I know my neighbors feel the same way. I know we would all be devastated as well if Resonate were to close down or move out of that center.

Newport Hills has always had the charm of being a quiet neighborhood that was still somewhat "safe". These companies just wanted to stack up house after house and only caring about money is not benefiting the community. It is hurting us. Bellevue and the greater Seattle area in general are unrealistically expensive and becoming less and less safe. More and more car break ins and burglary. Please don't ruin the community we have here. Enough has already changed.

Thanks,
Shaina Cordova

From: [Fay Hou](#)
To: [PlanningCommission](#)
Cc: [Johnson, Thara](#)
Subject: Subject: Opposition to the Proposed Zoning Umbrella
Date: Monday, June 17, 2024 1:15:16 PM

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Subject: Opposition to the Proposed Zoning Umbrella

Dear Planning Commission,

I am a resident of Newport Hills and I am writing to express my opposition to the proposed "Zoning Umbrella".

I believe this proposal could negatively impact our community by reducing public input, altering our neighborhood's character, and shifting decision-making in a way that may decrease accountability.

In Newport Hills we're worried about it because it would mean an end-run around the normal Comprehensive Plan Amendment process & lead straight to an upzone of our neighborhood shopping center. The same would likely happen to the other Neighborhoods Centers.

I urge you to reconsider this proposal and ensure that any changes uphold Bellevue's commitment to transparency, equity, and meaningful public participation.

Best,
Fay Hou

425-516-1227

From: [Campbell Mathewson](#)
To: [PlanningCommission](#); [King, Emil A.](#); [Johnson, Thara](#); [Rousseau, Gwen](#)
Cc: bill@bodyglide.com; [Sandra Allen](#); [Jessica Clawson](#)
Subject: BelRed public comment from the Sternoff family
Date: Monday, June 17, 2024 1:33:40 PM
Attachments: [Bellevue Planning Commission Letter for Public Hearing on 06.20.2024 - from Sternoff family.pdf](#)

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Dear City of Bellevue Planning Commission and staff,
On behalf of the Sternoff family, please find the attached comment letter related to the matter before the commission at this Thursday's public hearing. Thank you for your continued good work and opportunity to engage.

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

June 20, 2024

Sent via email

Planning Commission
City of Bellevue
450 110th Avenue NE
Bellevue, WA 98004
PlanningCommission@bellevuewa.gov

**Re: 06.20.2024 Public Hearing regarding the BelRed Look Forward CPA –
*Comments from Sternoff LLC***

Dear Planning Commission,

Thank you for your good work pursuing updates to the Comprehensive Plan and efforts to engage the public. Our family owns approximately 2.7 acres of land located at 1750 124th Avenue NE (“Sternoff Property”) in the heart of the BelRed study area (see Exhibit A). The site is nearly 100% impervious surface with a mix of industrial buildings built in the 1980s and a vast surface parking lot to support it. The Sternoff Property is located less than 1,000 feet from the Spring District Light Rail Station and there is a real opportunity to provide dense residential development in a manner that also improves the ecological function of the site. As you consider input during the public hearing, we offer the following comments.

We strongly support the city’s designation of the Sternoff Property as “Highrise Residential Mixed Use”. This designation will best position the property to provide significant residential density near light rail, thus, reducing development pressure on nearby single-family neighborhoods.

As we look forward to the land use code amendments for the BelRed area in the coming months, please consider the following:

- We strongly support the city’s efforts in Wilburton to allow unlimited floor area ratio (FAR) for residential density in highrise zones and ask that a similar approach be implemented for the BelRed area.
- We ask that the city provide maximum flexibility for sensitive area setbacks given the industrial nature of BelRed. This approach will allow sites like ours to improve ecological function by reducing impervious surface, while at the same time increasing residential development near light rail. As such, we ask that the city provide flexibility in the Critical Areas Ordinance to address site-specific conditions. Such flexibility could include wetland and stream buffer averaging, steep slope relief (particularly for human-made slopes), and deviation from requirements if the net ecological benefit is improved.

Regarding the Sternoff Property, redevelopment of the site into tall residential towers will provide density within walking distance to the light rail station and, at the same time, significantly reduce the impervious footprint of the site, resulting in a far better ecological condition than that which currently exists.

We appreciate the city's openness to considering our comments promoting residential density on sites such as the Sternoff Property and look forward to working with the commission and staff to develop land use code amendments that promote opportunities for people to live near light rail.

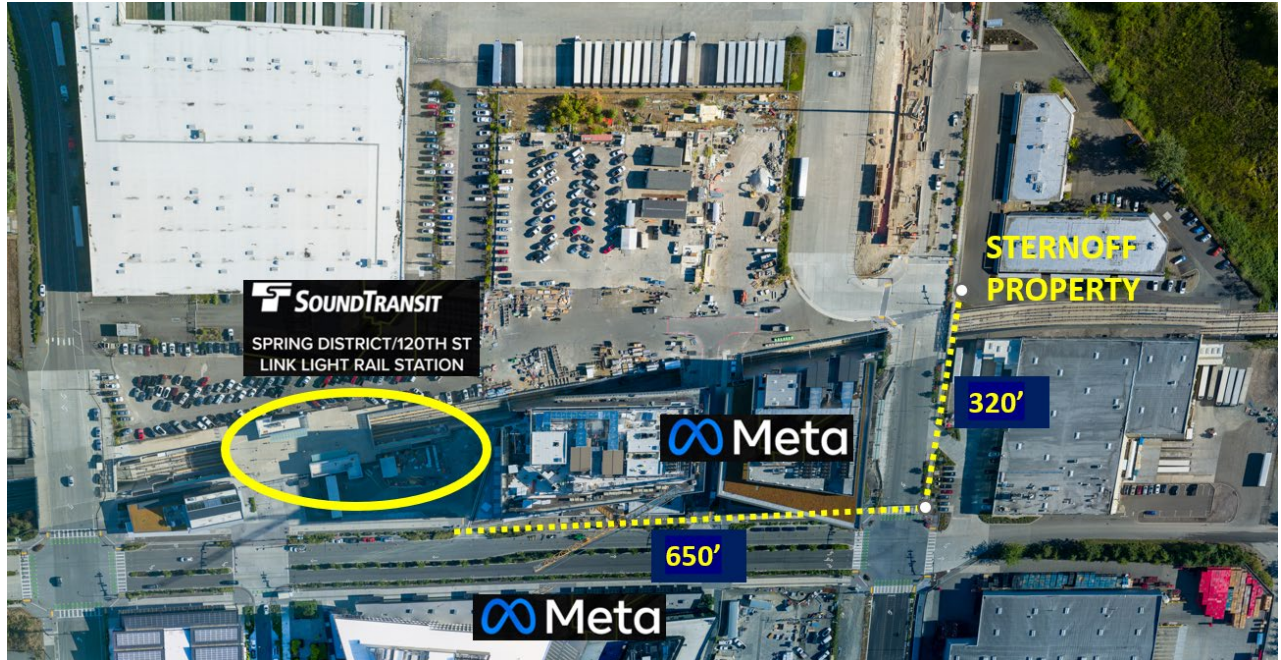
Please do not hesitate to reach out to us if you have any questions. Thank you for your consideration

Sincerely,

Bill Sternoff
bill@bodyglide.com

Sandy Sternoff Allen
sandyallen2017@outlook.com

Exhibit A



From: [T. Gabel](#)
To: [PlanningCommission](#)
Cc: [Johnson, Thara](#)
Subject: Zoning Umbrella proposal is a poor idea
Date: Monday, June 17, 2024 3:40:21 PM

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Planning commission,

I want to express my profound concerns over the zoning umbrella planning proposal.

I live in Newport Hills for over 30 years and watched the number of poorly planned projects occur over the years. Traffic in our neighborhood is horrendous and the mass transit options completely lacking. The traffic issues aren't new and continue to grow without much effort to address the issue. Bus service is spotty and limited.

I am not opposed to all development but allowing a zoning process that circumvents a comprehensive view of short and long term impacts is not sound planning.

2 recent examples:

- Stalled construction project across from Newport High - environmental damage and no increase in housing.
- New ADA curbs on 119th Ave SE where there is no bus service but no complete sidewalk on 123rd which is on a bus line.

There needs to be a comprehensive zoning and planning process that addresses all aspects of good urban planning - infrastructure, environment, financial and quality of life.

Please do not approve a zoning umbrella for Bellevue.

Theresa Gabel
6623 119th Ave SE
Bellevue, WA

From: [Dan Fennell](#)
To: [PlanningCommission](#)
Subject: Feedback Regarding Proposed Zoning Amendments – Parcel-Specific Proposals and “Umbrella” Designation in Newport Hills Shopping Center
Date: Monday, June 17, 2024 5:45:30 PM

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Dear Members of the Bellevue Planning Commission,

I am writing to you as a long-term (1999) resident of the Newport Hills Neighborhood in Bellevue. I appreciate the opportunity to provide my thoughts on the proposed amendments to the zoning process, specifically the changes for parcel-specific proposals and the introduction of “umbrella” zoning designations. I understand these amendments aim to enhance decision-making efficiency and streamline zoning procedures, which I support in principle. However, I have significant concerns regarding the potential reduction in community and public participation, especially as it pertains to the Newport Hills area.

As you likely know, our neighborhood is home to a large retail core that is in need of redevelopment that can enhance our community, be supported by street infrastructure and provide reasonable opportunity for developers, residents and retail growth. The proposed “umbrella” zoning designations, which would allow property owners to rezone within a broader category without going through the annual Comprehensive Plan Amendment (CPA) process, could lead to significant changes at the Newport Hills Shopping Center without sufficient community input. This would undermine the voices of those most affected by such changes.

While I recognize the benefits of simplifying the zoning process, I urge the Planning Commission to exclude the Newport Hills Shopping Center from the proposed “umbrella” zoning approach. This would ensure that any rezoning efforts at this vital community hub still require thorough public engagement through the CPA process. It is crucial that we maintain a mechanism for meaningful community involvement in decisions that directly impact our local environment, economy, and quality of life.

Balancing efficiency with inclusiveness is essential for effective urban planning. Ensuring substantial community feedback not only enhances the decision-making process but also fosters trust and alignment with the broader interests of Bellevue’s residents. Newport Hills values our unique character and community-focused approach, and any changes to zoning that could impact this should be carefully considered with ample public input.

Thank you for considering my perspective on this matter and I appreciate your service on this

important commission! I will make every attempt to join and participate in the meetings in the coming weeks.

Sincerely,

Dan Fennell

127th Place SE

Newport Hills Neighborhood
Bellevue, WA

From: [shieldsjennifer](#)
To: [PlanningCommission](#)
Cc: [Johnson, Thara](#)
Subject: Zoning Umbrella Proposal
Date: Tuesday, June 18, 2024 8:51:18 AM

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I do not support the proposed zoning umbrella for the following reasons:

significantly reduced public notice and opportunity to provide input different and significantly less stringent criteria for approval decreased accountability to residents due to change in decisionmakers (city staff vs. Planning Commission + Council)

decisions would need to be appealed to the Hearing Examiner, forcing residents to represent themselves or hire an attorney tipping the scale in favor of those with financial resources, thereby failing to uphold Bellevue's commitment to equity

The city should be run by the people, for the people, not the mere few in charge. Please reconsider this proposal.

Jennifer Shields

From: [Jessica Clawson](#)
To: [PlanningCommission](#)
Cc: [Johnson, Thara](#)
Subject: Planning Commission letter June 20, 2024
Date: Tuesday, June 18, 2024 12:03:23 PM
Attachments: [Planning Commission letter June 20, 2024.pdf](#)

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Hello Planning Commission,

Please see the comment letter regarding a proposed change to Policy CL-88 in the overall Comprehensive Plan. Thank you for your consideration.

McCULLOUGH HILL PLLC

June 18, 2024

Bellevue Planning Commission
Bellevue City Hall
450 110th Avenue NE
Bellevue, WA 98004
Email: planningcommission@bellevuewa.gov

Dear Commissioners:

We represent several property owners with above- or below-grade streams running through their properties in Bel-Red. Previously you amended the Bel-Red policies to allow for extraordinary incentives to encourage stream restoration and enhancement, so that restoration is financially feasible. The following policies include language related to incentives, and we believe these policies should be adopted as recommended:

S-BR-5: Utilize development regulations and incentives for building siting and design to incorporate stream corridors as a significant on-site amenity, and to rehabilitate and improve the economical functions of these corridors.

S-BR-6: Makes additional floor area ratio (FAR) and height available to incentivize infrastructure and amenities that contribute to the public good and respond to unique site characteristics.

S-BR-46: Provide incentives to achieve stream protection and rehabilitation that goes beyond what can be achieved through application of the City's critical area regulations.

However, one policy in the overall comprehensive plan (a pre-existing policy) still requires amendment to be consistent with the other stream policies. We encourage you to recommend changing policy CL-88 in the following manner:

~~Require and~~ Provide incentives for the opening of piped stream segments during redevelopment where scientific analysis demonstrates that substantial habitat function can be restored, and where the cost of restoration is made economically feasible, to create not disproportionate to the a community and environmental benefit.

As we have stated several times, the work to daylight and restore a creek involves astronomical cost and careful engineering. Property owners simply will not redevelop if it is not economically feasible and beneficial for them to do so—meaning that creeks will stay in pipes and surface parking lots will remain in Bel-Red, as well as citywide. As such, the policies need to specifically encourage the proper incentivization of this extraordinary action that will ultimately benefit everyone in Bellevue.

Thank you for your consideration of this change.

Sincerely,

Jessie Clawson

From: [Betsi Hummer](#)
To: [PlanningCommission](#)
Subject: Fw: Way to go, Betsi! Neighbors are really interested in your post!
Date: Wednesday, June 19, 2024 10:08:26 AM

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[Sent from Yahoo Mail on Android](#)

----- Forwarded Message -----

From: "Nextdoor" <reply@rs.email.nextdoor.com>
To: "betsihammer@yahoo.com" <betsihammer@yahoo.com>
Sent: Tue, Jun 18, 2024 at 9:25 PM
Subject: Way to go, Betsi! Neighbors are really interested in your post!



Neighbors are really interested in your post!

Trusted neighbors like you are making a difference in the neighborhood.
What will you share next?

Your post: Rezone without public input?

Post insights



2.8K
views

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Nextdoor, 420 Taylor Street, San Francisco, CA 94102

From: [Debra Haraldson](#)
To: [PlanningCommission](#)
Subject: Newport Hills Shopping Center
Date: Wednesday, June 19, 2024 11:18:55 AM

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As a resident of Lake Heights for 32 years, I fully support changing the Newport Hills Shopping Center area designation from NB to Low/Medium Mixed Use. This change should be made now as part of the 2044 Comprehensive Plan and subsequent Rezoning process. When changed, a developer need not work within the NB designation nor deal with the Comp Plan Amendment process, neither of which has resulted in a financially viable mixed-use project that is acceptable to a major portion of the community.

This center is beyond its usefulness and desperately needs redevelopment. I urge the Commission to listen to the people in the Newport neighborhood who bring to this issue a positive attitude as opposed to a smaller group in the area who only have negative ideas about the center.

We need more housing and a space for neighbors to gather. This property is perfect for this.

I appreciate your time on this issue.

Debra Haraldson
Lake Heights, Bellevue

From: [Richard Schoebel](#)
To: [PlanningCommission](#)
Cc: [Johnson, Thara](#); [Nesse, Katherine](#); [Deuling, Teun](#); [jnagele@hewittseattle.com](#); [sludviksen@hewittseattle.com](#); [Jessica Clawson](#); [imorrison@mhseattle.com](#); [Stuart Tanz](#)
Subject: Request for Crossroads Mall Balanced Highrise Mixed-Use Designation
Date: Thursday, June 20, 2024 4:46:40 AM
Attachments: [image001.png](#)
[Crossroads Mall PC Presentation 6.20.2024.pdf](#)

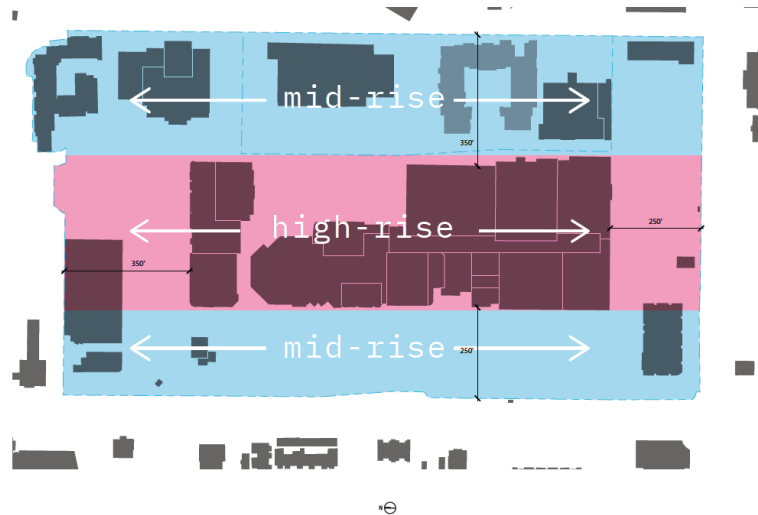
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Dear Planning Commissioners,

On behalf of ROIC, which owns the Crossroads Mall, thank you for the opportunity to comment. We're strongly in support of the City's vision for the future of Crossroads Mall as a mixed-use walkable neighborhood with retail, gathering places, and residential uses near bus rapid transit.

At the Planning Commission's May 28th meeting, you considered whether the Crossroads Mall should be designated high-rise or mid-rise. Ultimately, the Planning Commission was split. We encourage the Commission to take a measured approach and designate the "core" of the Crossroads Mall as High-Rise Mixed Use and perimeters as Mid-Rise Mixed Use as shown below:



This balanced approach will allow us to achieve multiple goals for the health of Crossroads Mall:

- Support residential opportunities. The "core" area of Crossroads includes larger retail spaces, many of which are struggling economically. A high-rise mixed-use designation would allow for flexibility to more easily repurpose those areas as residential when the opportunity arises, while still protecting our beloved, local retail and restaurant spaces.
- Support the vibrancy of the retail. ROIC is committed to the future of Crossroads as a

unique, Northwest retail “third place.” The future of retail is changing. By providing for more flexibility in the land use designation, this allows the Owner to be responsive to changing market conditions and support development of new, modern retail. We envision that any mixed-use project would have space for vibrant, appropriately sized retail on the ground floor. This will ensure that Crossroads continues to have successful, interesting retail uses.

For instance, we envision that if the current theater operator vacates, a high-rise mixed-use residential project could have a modern theater space in the heart of the Crossroads Mall.

- Protect the public open space. By focusing more intense development opportunities to the “core” of the Crossroads, this allows for more space between new residential and the City’s park and golf course, which will decrease the shadow impacts on these public spaces.

For these reasons, we encourage the Planning Commission to designate the “core” of Crossroads Mall property as High-rise Mixed Use and the perimeter of the site as Mid-Rise Mixed Use. In talking with City staff, we understand that this balanced approach would be covered by the FEIS analysis.

Thank you for your consideration. We look forward to working with the City on the upcoming subarea plan to ensure that Crossroads Mall remains vibrant and welcoming to Bellevue residents.

Please feel free to contact me with any questions.

Sincerely,
Rich Schoebel

Richard Schoebel
Chief Operating Officer
RETAIL OPPORTUNITY INVESTMENTS CORP
NASDAQ: ROIC
[11250 El Camino Real, Suite 200](#)
[San Diego, CA 92130](#)
[858.255.4902 \(direct\)](#)
www.roireit.net

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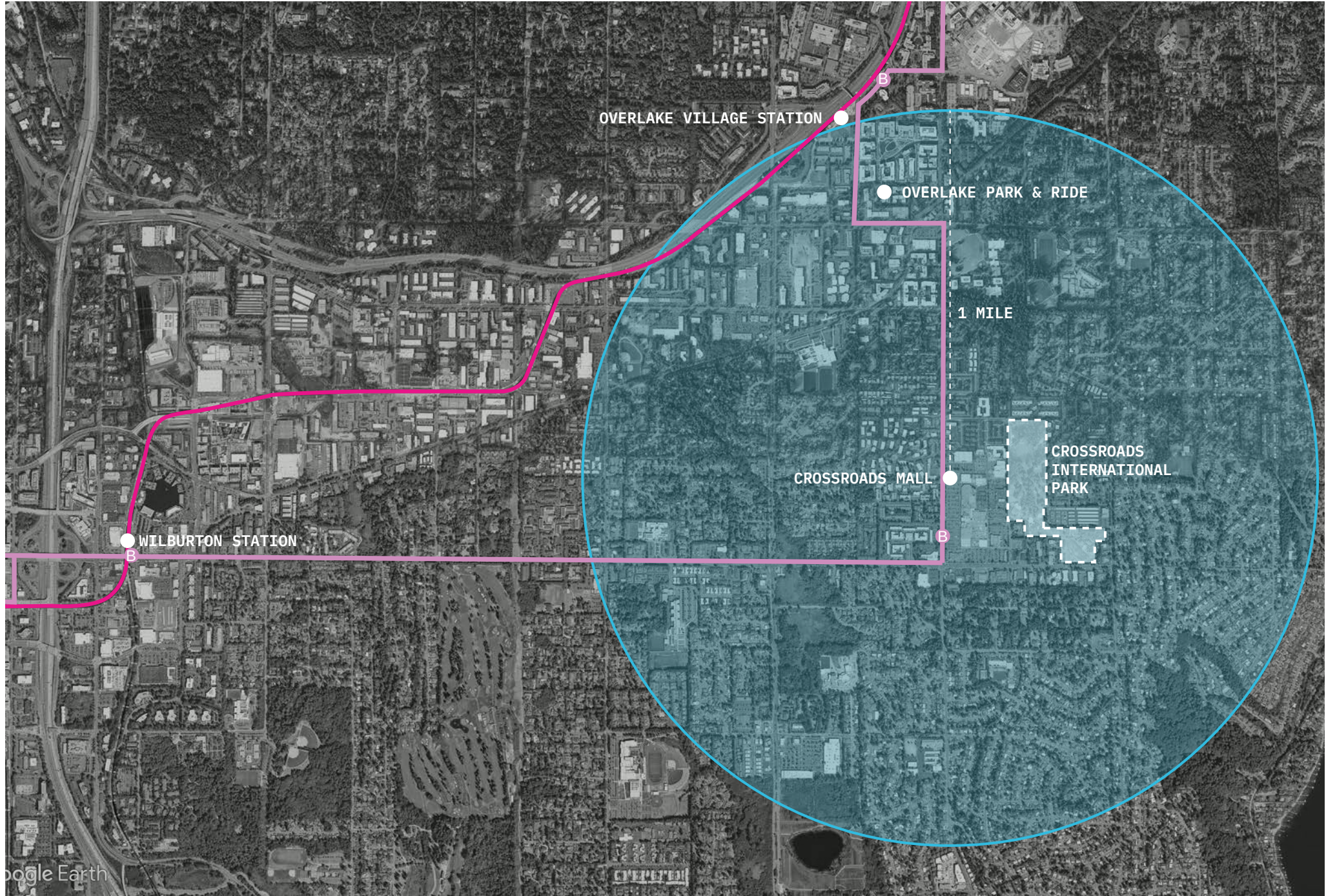
CROSSROADS

STUDY

06.20.24

ARCHITECTURE

H
1



1 MILE WALKING RADIUS

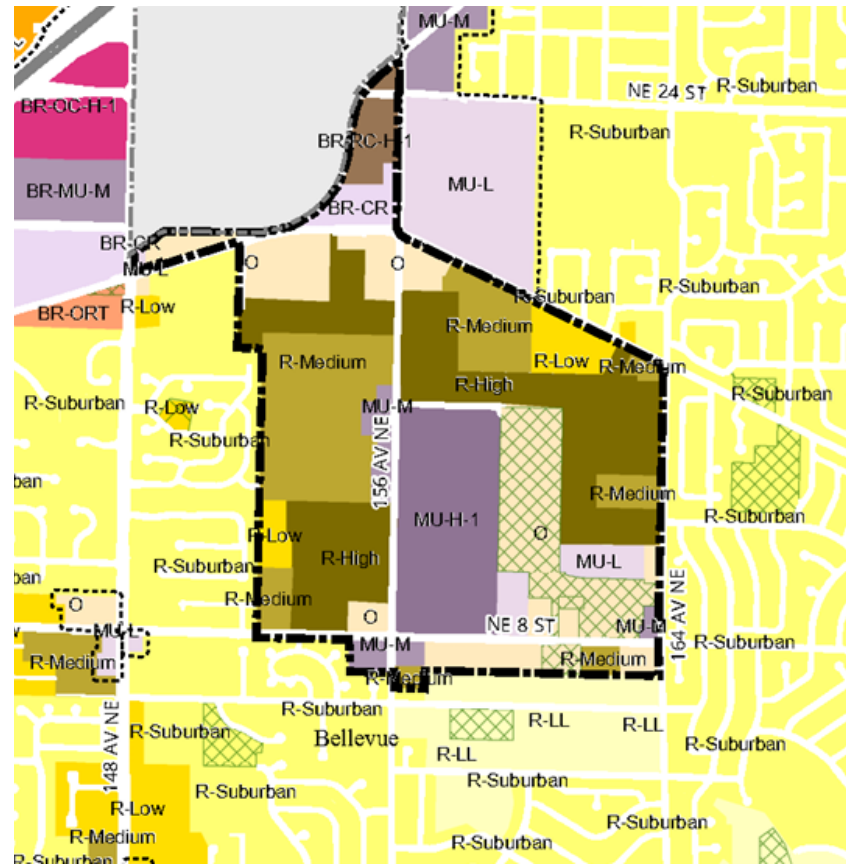
- + 30 minute walk
- + light rail station right on border of 1 mile radius
 - + San Diego approved a plan to allow for high-rises further away from transit - [The San Diego Union-Tribune](#)
 - + original zoning only allowed for high-rises half a mile from transit stops, but this has now been increased to one mile
 - + approved in order to allow for more housing for middle-income and low-income residents
 - + "the policy change makes 5,224 additional acres close enough to transit eligible for developer density bonuses."



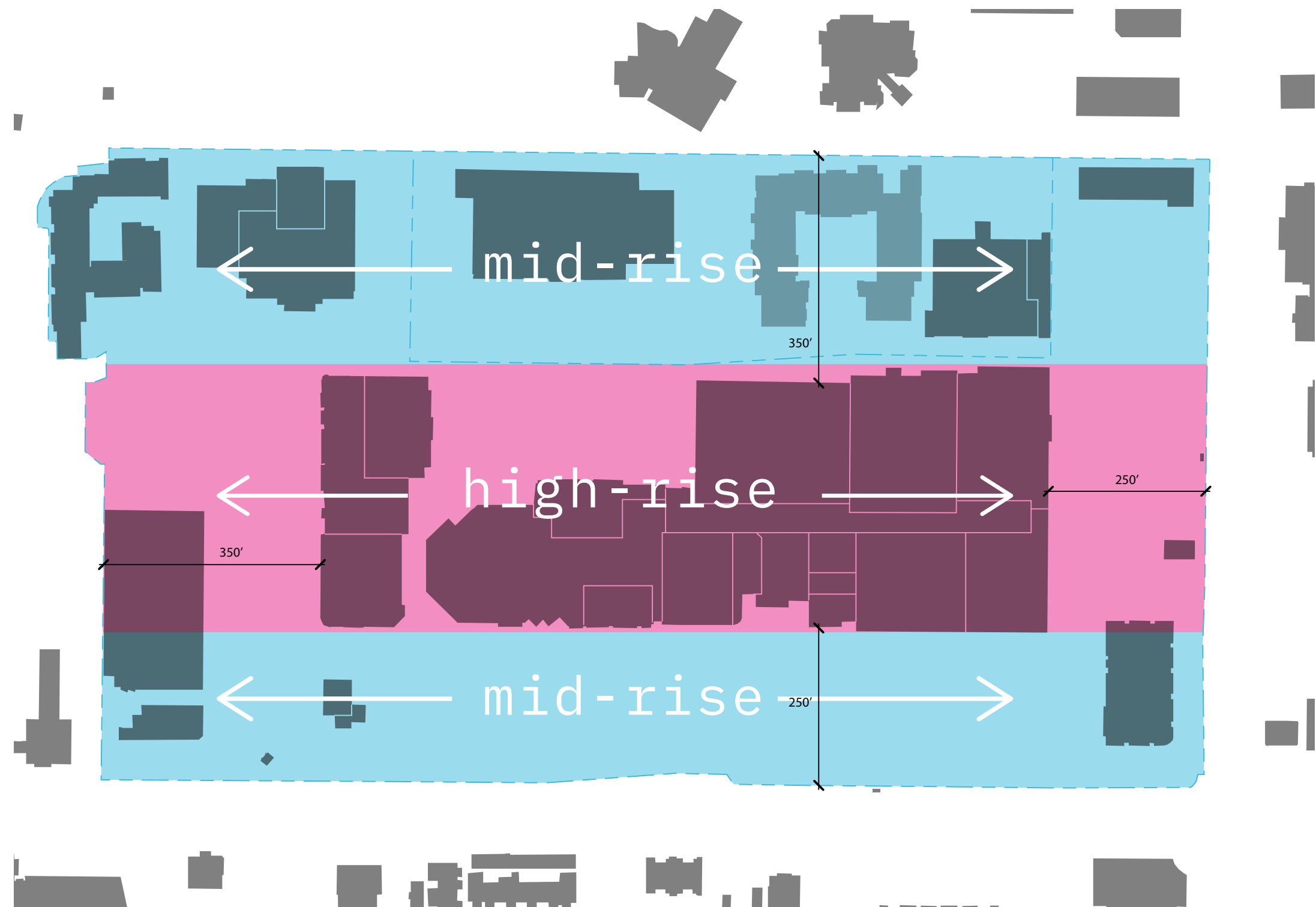
1 MILE RADIUS MAP

What was studied

- Alternative 0:
 - Community Business
- Alternative 1:
 - Midrise Mixed Use
- Alternative 2:
 - Highrise Mixed Use
- Alternative 3:
 - Highrise Mixed Use
- Preferred Alternative:
 - Highrise Mixed Use



Staff proposed reducing the Crossroads designation to Midrise Mixed Use in February 2024. Planning Commission was split on the “right” designation when this was discussed in May. ROIC, as owner of Crossroads, hired Hewitt to evaluate urban design viability for key sites. ROIC asks that the Planning Commission designate only the “core” of Crossroads as Highrise Mixed Use to facilitate maximum flexibility for modern, retail-anchored, mixed-use projects.



SITE DENSITY OPTION




- MEDIUM POTENTIAL
- HIGH POTENTIAL
- CORE COMMUNITY CIVIL PROGRAM
TO BE RETAINED ON SITE

DEVELOPMENT POTENTIAL



- 1. RAPID RIDE STOP
- 2. PHASE 2 MID RISE DEVELOPMENT
- 3. PHASE 2 OPEN SPACE COMMUNITY CONNECTOR
- 4. POTENTIAL PARK / SHOPPING / COMMUNITY CONNECTION
- 5. NORTH STREET CONNECTOR
- 6. CROSSROADS ACTIVE SENIOR APARTMENTS - SHAG
- 7. POTENTIAL MID-RISE SITE
- 8. SHAG PHASE 2
- 9. POTENTIAL 16-24 STORY MIXED-USE SITE
- 10. MALL REDEVELOPMENT SITE - 16-24 STORY MIXED-USE
- 11. POTENTIAL MID-RISE SITE
- 12. LOCAL TRANSIT STOP


 CONCEPT AXON



SHADOW STUDY | EQUINOX | 3PM

From: [laura hauser](#)
To: [PlanningCommission](#)
Cc: [laura hauser](#)
Subject: Planning Commission's Public Hearings on the 2044 Comprehensive Plan Periodic Update - Newport Hills
Date: Thursday, June 20, 2024 8:41:12 AM

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To the members of the Planning Commission,

My name is Laura Hauser and I live in the Newport Heights neighborhood where I have lived and raised my family over the past 21 years.

I used to shop at the Newport Hills Shopping Center for groceries and get my prescriptions filled. I had my children enrolled in classes, and have done take out at our local restaurants, but now I am totally dismayed at its current state of disrepair. I have heard that there are challenges to developing this shopping area that are due to the restrictive land use and zoning at the site and due to a small, loud group of anti-development voices.

I would like you to consider in your final recommendation on the comprehensive plan update, to please keep our neighborhood shopping center in mind. There are many of us who are supportive of redevelopment of the shopping center. I want to make sure that:

- The comprehensive plan is bold enough and flexible enough to allow for a future developer to come in and actually be able to redevelop to a useable site for vendors and the neighbors.
- I want our NHSC to reflect Bellevue's "City in a Park" theme - with more open spaces, walkability and an enhanced tree canopy to help the city meet its overall tree canopy goals.
- I am aware that this type of development will need some housing component to support the retail options that my neighbors and I want, and hope it will require adequate parking, walking accessibility and density studies.

I hope these themes can be met with an updated Comprehensive Plan so that we can have a much needed retail, housing and more beautiful Newport Heights center for

our community.

Thank you so much,
Laura A Hauser

From: [Ben Mickle](#)
To: [PlanningCommission](#)
Subject: TR-57: Road Diets
Date: Thursday, June 20, 2024 8:55:31 AM

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Dear Commissioners,

At your last meeting, you all had a long discussion about TR-57, concerning the repurposing of travel lanes. I was alarmed to see some members of the public encouraging you to turn this policy on its head, from one that allows repurposing lanes, into one that effectively forbids it.

Although the policy doesn't use the term, it is talking about an idea known as a Road Diet. They come in various forms, but they usually involve creating a center turn lane and reducing the car lanes, to make space for bike lanes, bus lanes, or sidewalks.

Road Diets are not some radical cyclist agenda to create more car traffic. The Federal Highway Administration has an entire safety program devoted to them. I encourage you to take a look at it:

<https://highways.dot.gov/safety/other/road-diets>

Here are some highlights from their material:

"The resulting benefits include a crash reduction of 19 to 47 percent, reduced vehicle speed differential, improved mobility and access by all road users, and integration of the roadway into surrounding uses that results in an enhanced quality of life. A key feature of a Road Diet is that it allows reclaimed space to be allocated for other uses, such as turn lanes, bus lanes, pedestrian refuge islands, bike lanes, sidewalks, bus shelters, parking or landscaping.

"FHWA has deemed Road Diets a proven safety countermeasure and promotes them as a safety-focused design alternative to a traditional four-lane, undivided roadway."

Another document you may find useful is this collection of case studies of Road Diet projects. It is also published by the Federal Highway Administration:

https://safety.fhwa.dot.gov/road_diets/case_studies/roaddiet_cs.pdf

I'll highlight just one of those case studies from Des Moines, Iowa:

"The community initially expressed concerns about a potential Road Diet, mostly centered on reducing traffic lanes to accommodate bicyclists. Critics were worried the Road Diet would cause more congestion, thereby encouraging motorists to avoid the area and hurting the businesses along Ingersoll. The community was also worried the change could result in an increase in crashes.

"The city's response was to offer a 6-month trial period for the Road Diet. If the public's concerns came to fruition, then the city would happily convert Ingersoll back to a 4-lane roadway.

"Six months after the conversion, no major traffic problems had developed during the Ingersoll Avenue Road Diet. Although the Road Diet was not initially proposed and promoted as a safety improvement project, a simple before-and-after crash study revealed a **50 percent reduction in crashes**.

"Overall, traffic volumes did not decrease. In fact, there was a 5 percent increase in traffic from 11:00 AM to 1:00 PM, which suggests that motorists found the Ingersoll corridor to be more comfortable and inviting during their lunchtime."

Of course, Road Diet projects can involve making tradeoffs. Our very capable Transportation Department can consider those tradeoffs. But it would be absurd to create a policy discouraging our Transportation Department from using safety strategies that are promoted by the Federal Highway Administration. It would be absurd to create a policy that prevents our community from enjoying all the benefits that Road Diets can offer. Our Comprehensive Plan should encourage our Transportation Department to consider all best practices, including Road Diets, so that they can determine which solutions would best serve our community.

I believe TR-57, as currently written, is a great policy. I encourage you to either keep it without modification, or to add language highlighting the safety benefits of these projects.

Thank you,
Ben Mickle
(a resident of Downtown Bellevue)

From: [Ben Mickle](#)
To: [PlanningCommission](#)
Subject: BelRed Pedestrian Street
Date: Thursday, June 20, 2024 9:40:55 AM

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Dear Commissioners,

When I found the BelRed Streetscape Plan, there was one part of it that really caught my attention: the Pedestrian Street. As that plan says,

"Pedestrian Streets are streets that are closed to motorized vehicles or only allow limited access with no through access for motorized vehicles, with the possible exception of access by public safety vehicles. Pedestrian Streets should look and operate as linear plazas open to pedestrians and bicyclists. They should be attractive places for people to gather, walk, experience art, have lunch or dine outdoors at a cafe or restaurant, learn to ride a bike, sit and read a book, experience public art, large trees and beautiful landscaping, attend markets and cultural events, experience buskers and other types of performance and activity."

I think this is a truly fantastic idea! I know that not many cities have facilities like this, but for the ones that do, such as Burlington, Vermont and Charlottesville, Virginia, these streets are treasured parts of their community.

So when I read through the proposed BelRed Subarea Plan, I was disappointed to see that Pedestrian Streets aren't even mentioned. Why is that? It mentions Local Streets and Green Streets, which are also part of the BelRed Streetscape Plan. Pedestrian Streets were clearly part of the overall BelRed plan; I think they deserve to be in the Comprehensive Plan. We've already done the work to define what they are and how they would work.

Please consider amending the BelRed plan to explicitly include Pedestrian Streets.

For example, you could add a new policy that says, "Establish a Pedestrian Street."

Or, you could amend S-BR-86 to read, "Provide for pedestrian connectivity and a high quality pedestrian environment with a complete and connected sidewalk and trail system, including through- block pedestrian connections, mid-block crossings, **Pedestrian Streets**, and pedestrian amenities."

Thank you,
Ben Mickle

From: [Mariya Frost](#)
To: [PlanningCommission](#)
Cc: [Singelakis, Andrew](#); [McDonald, Kevin](#)
Subject: KDC Written Comment on TR-56/S-BR-54
Date: Thursday, June 20, 2024 10:46:15 AM
Attachments: [image001.png](#)
[image003.png](#)
[image005.png](#)

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Chair Bhargava and Commissioners,

Thank you so much for your ongoing work on the Comprehensive Plan Update and transportation policy amendments.

We strongly support the staff-recommended changes to TR-56 (now TR-57) and S-BR-54 (now TR-21) and urge you to adopt them as amended in your meeting packet.

TR-57 has been strengthened to reflect the important feedback provided by the Commission that repurposing travel lanes should be a “rarity” that requires analysis and consideration of other options first. As such, staff have added language that repurposing a travel lane would only follow a comprehensive technical analysis and exploration of other options. We support this language and believe it is a critical guardrail to ensure that if the City proposes to remove limited travel lanes for any transportation use, this action is supported by data and is done only as a last resort after other options have been explored and seriously considered.

New Number	Old Number	Proposed Policy Change
TR-57	TR-63	Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists <u>at peak periods</u> and/or to optimize person throughput along a corridor <u>following a comprehensive technical analysis and exploration of other options</u> .

The language in S-BR-54 has been retained and shifted to apply citywide in TR-21. Designing and developing arterial improvements is necessary to accommodate the dramatic residential and employment growth Bellevue is planning for and will help ensure that our arterial system can mitigate the traffic congestion this growth will create. This is an essential policy, and we are grateful that the Commission has retained it.

TR-21	S-BR-54	<u>Design and develop arterial improvements, including added vehicular capacity, transit facilities and non-motorized active transportation components, to serve citywide travel demand generated by the increases in density in the land use plans, in addition to citywide and regional travel demand.</u>
-------	---------	--

Thank you and staff again for all of your detailed revisions, for listening to and considering hours of public comments, and for being responsive to concerns about traffic congestion and the importance of supporting Bellevue's arterial road system.

Sincerely,

Mariya Frost
 Director of Transportation
 Kemper Development Company
 The Bellevue Collection | Bellevue Square Lincoln Square Bellevue Place
 425-460-5925 Mobile
mariya.frost@kemperdc.com
www.bellevuecollection.com



From: sueharms@comcast.net
To: [PlanningCommission](#)
Cc: [Council](#)
Subject: FW: Newport Hills Shopping center
Date: Thursday, June 20, 2024 12:38:51 PM
Attachments: [image005.png](#)
[image006.png](#)

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From: sueharms@comcast.net <sueharms@comcast.net>
Sent: Thursday, June 20, 2024 12:21 PM
To: 'planningcommissions@bellevuewa.gov' planningcommissions@bellevuewa.gov this gets undeliverable! Which was in the email sent from Bellevue!
Subject: Newport Hills Shopping center

To the planning Commission

I have lived in Newport Hills since 1965, grew up here, and raised my kids and have retired here.

The last thing this area needs is MORE TRAFFIC! It now takes OVER 20-25 minutes to get off the hill on 119th in the morning, and also late afternoon!

PLEASE ADDRESS the infrastructure BEFORE building anything more! We can't handle MORE TRAFFIC on our hill or on 405!!!

Factoria is a nightmare when it comes to traffic, It has gotten to the point of NOT wanting to go out with a short window of 11-2 anymore!

Bellevue USED to be a GREAT city to raise a family, it is NO LONGER true! Quality of life here seems to deteriorate on a daily basis! Crime and Traffic is certainly a major contributors to the problem!

SUE HARMS
425-221-5450



From: [Dylan Hanson](#)
To: [PlanningCommission](#)
Cc: [TransportationCommission](#); [Council](#)
Subject: Written Communications - June 20th, 2024 - Planning Commission Meeting
Date: Thursday, June 20, 2024 1:12:02 PM

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Dear Bellevue Planning Commission,

I'm writing today to ask that you please keep the original language of the new TR-57, to read:
"Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor."

I'm Dylan Hanson, a resident of the Everest Neighborhood in Kirkland and I frequent Bellevue multiple times a week for work, recreation, and more recently with the 2-Line opening, as a transit hub. I support high-quality transit and I appreciate & support the work the council is undertaking to increase the housing density of Bellevue, and along with it creating a more pedestrian-friendly city with their Vision Zero goal of eliminating serious injuries & deaths on our streets by 2030 and the supporting projects like Bike Bellevue, and The Grand Connection.

I have a question for the council, planning commission, and transportation commission. With plans to have the population of Bellevue increase by adding over [150,000 housing units in the next 20 years](#), how do you plan to have people move around, in, and out of the city?

I find it absolutely crucial that the cities allow for, and even prioritize the repurposing of travel lanes for transit, pedestrian, and bicycle facilities to optimize person throughput along a corridor. If we don't prioritize this, how possibly can people move around the city with the additional cars of 150,000 housing units if there are no alternatives to personal vehicle use? It's simply not sustainable or practical.

- [This article has a helpful GIF](#) that illustrates quite literally why it is so critical to maximize the throughput of people (not cars) along roads in the city.
- On top of the simple economy of scale, that we need to focus on moving people via the existing light rail, efficient busses, and bicycles, it's also far more financially sustainable when looking at the cost per mile for the gained person throughput.
- Additionally, we must look at Bellevue's Vision Zero goals. The [high-injury network](#) must be addressed, and [Bike Bellevue](#) is a critical first step, which when fully implemented requires the repurposing of vehicle travel lanes based on the studies that the city staff already completed.
- Road diets, or reallocation of streetspace for multimodal facilities, is a industry-proven, best-practices tactic to help improve person throughput on our corridors while also increasing safety for vulnerable road users. We should not be putting up barriers to the adoption of a proven safety countermeasure.

I find myself often biking on EasTrail to get to destinations in Bellevue because it's more

reliable during traffic hours than driving, taking, the 250, 255 or other transit routes. Often though I have to completely alter my plans because of poor weather, poor cycling infrastructure on streets, or dark conditions where I don't feel safe cycling. I imagine a Bellevue where I, and thousands like me, can use light rail, buses, or bikes to safely and reliably navigate all of Bellevue's streets, business districts, and neighborhood centers. Allowing for the repurposing of travel lanes for transit, pedestrian, and bicycle facilities to optimize person throughput along a corridor is crucial to making this a reality.

Best,
Dylan

--

Dylan Hanson, PMP he/him/his
Email: hanson.dylan.c@gmail.com
Cell: [804.380.3826](tel:804.380.3826)
[Connect with me on LinkedIn](#)

From: [Kerri O'Farrell](#)
To: [PlanningCommission](#)
Subject: Bellevue Planning Commission Comprehensive Plan Hearings
Date: Thursday, June 20, 2024 1:21:58 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

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Kerri O'Farrell
Director of Development & Engagement
porchlightcares.org

E: kerrio@porchlightcares.org
M: 425-503-2964



From: [Troy Christensen](#)
To: [PlanningCommission](#)
Subject: Comp Plan
Date: Thursday, June 20, 2024 1:41:12 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[20240620133117589.pdf](#)

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Please see the attached letter from PorchLight regarding your upcoming sessions regarding the Comprehensive Plan.

Please let me know if you have any questions.

Best regards,
Troy



Troy Christensen
(he/him/his)
Executive Director

porchlightcares.org
Formerly Congregations for the Homeless

E: TroyC@porchlightcares.org

M: 253-576-3720





June 20, 2024

Bellevue Planning Commission
City of Bellevue

SUBJECT: Statement from PorchLight in reference to Bellevue Planning Commission
Comprehensive Plan Hearings

Dear Commissioners,

Thank you for the opportunity to share our perspective on potential updates to the Bellevue Comprehensive Plan to be considered in the summer study session.

As Executive Director of PorchLight, permanent affordable housing is of the utmost importance to our organization. The core focus of our work is to shepherd our unhoused neighbors into stability and then housing. Homelessness is a housing problem. Without housing options, complicated with rising rental rates across East King County, many of the men we serve may have to face the harsh reality of never having a home of their own. If our shelter is full, then their only option is likely living on the streets of Bellevue.

While we continue to operate, with 100% capacity, 70 permanent affordable housing units, it is not enough. Our community not only needs more affordable housing, we need policies and funding to ensure these options particularly for low- and extremely-low income households.

During your summer study session, we ask that you consider the inclusion of more affordable housing in future growth and development planning and urge you to maximize mid-rise zoning that is best suited to economically viable affordable housing development.

Thank you for consideration of our position.

Sincerely,

A handwritten signature in blue ink, appearing to read "S. Troy Christensen", followed by a long horizontal flourish.

S. Troy Christensen,
Executive Director
troyc@porchlightcares.org
253-576-3720
www.porchlightcares.org

From: [Alex Brennan](#)
To: [PlanningCommission](#)
Cc: [Johnson, Thara](#)
Subject: Bellevue Comp Plan Periodic Update Written Comment
Date: Thursday, June 20, 2024 2:54:31 PM
Attachments: [image001.png](#)
[Futurewise BellevueComprehensivePlanDraft_6-20-2024.pdf](#)

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Dear Bellevue Planning Commission,
Please see the attached written comment from Futurewise on Bellevue's Draft Comprehensive Plan Periodic Update that you are considering at your public hearing later today. I look forward to seeing you at the hearing as well.
Sincerely,

Alex Brennan (he/him)

Executive Director



**future
wise** 

Futurewise

1201 3rd Ave, Suite 2200

Seattle, WA 98101

e: alex@futurewise.org

vm: 206 343-0681

futurewise.org



Futurewise
1201 3rd Ave Suite 2200, Seattle, WA 98101
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futurewise.org



June 20, 2024

City of Bellevue Planning Commission
450 110th Ave. NE
Bellevue, WA 98004

Dear Bellevue Planning Commission,

Futurewise works throughout Washington state to encourage healthy, equitable and opportunity-rich communities, and to protect our most valuable farmland, forests and water resources through wise land use policies and practices ([website](#)). We are actively engaged with the City of Bellevue and other East King County organizations to support Bellevue's Comprehensive Plan Periodic Update ("CPPU") process, especially as that relates to residential capacity, transit-oriented development, and affordable housing strategies.


Futurewise thanks City of Bellevue staff for their diligent, yearslong work to propose a range of growth alternatives, analyze environmental impacts, conduct broad engagement, and balance proposals with feedback from the community, stakeholders, City Councilmembers, and Commissioners. All this was done while maintaining a tight project schedule.

As the Planning Commission is poised to provide final recommendations on the [Comprehensive Plan Periodic Update](#) (vol. 1), Futurewise would like to share comment on some specific areas.

Thank you for conducting a capacity analysis as required by RCW [36.70A.070](#)(2)(c) for all economic segments of the community, including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing. For future Comprehensive Plan processes, Futurewise recommends including not just the results of the analysis and a small list of the assumptions, but also the analysis itself (Appendix R of the [FEIS](#)), such as unit and parcel data that identifies developable and redevelopable land, map analysis (GIS), identification of a full set of assumptions, calculations, etc. In effect, the public should be able to verify if the city has sufficient capacity.

The results of the Capacity Analysis included in the Comprehensive Plan draft indicate that there is sufficient capacity for all types of permanent housing. However, the results also show that there is not sufficient capacity for temporary emergency housing (2,358 units of capacity compared to 6,688 units of emergency housing need). As stated in Appendix Q of the [FEIS](#) from February 1, 2024 "The City's combined capacity for Emergency Housing – Transient, which is regulated as a Homeless Services Use, is less than the King County identified need for this type of





housing based on current regulations. If spacing and density limits are removed, the city would have capacity to meet the need for transient Emergency Housing. On the other hand, the City has capacity for Emergency Housing – Non-transient, which is regulated as Supportive Housing, without any changes to current regulations.” [RCW 35A.21.430](#) requires the city to determine that “[a]ny such requirements on occupancy, spacing, and intensity of use may not prevent the siting of a sufficient number of permanent supportive housing, transitional housing, indoor emergency housing, or indoor emergency shelters necessary to accommodate each city’s projected need for such housing and shelter under RCW 36.70A.070(2)(a)(ii).” To achieve sufficient capacity for emergency shelter, we urge the City of Bellevue to modify or eliminate the spacing requirements to accommodate this type of housing. We also urge the city to reconsider any conditional use processes for permanent supportive housing, transitional housing, indoor emergency housing, or indoor emergency shelters. As noted by the [Department of Commerce](#), “Conditional uses and/or public hearings add uncertainty for the applicant, and therefore time and money, to projects that, in the case of supportive housing types, are often consistent with community needs and vision.” Given the many years taken by the conditional use permit process for the Eastgate campus, the city should evaluate this process as a barrier and identify mitigation strategies following the guidance provided by commerce.

Thank you for making adequate provisions to meet housing needs at all economic segments of the population including emergency housing, emergency shelters, and permanent supportive housing. Such policies include, but are not limited to:

- HO-13. Provide incentives to encourage residential development for a wide range of household types and income levels in mixed use areas throughout the city.
 - HO-14. Ensure there are zoning ordinances and building policies in place that allow and encourage an increase in the housing supply attainable to households along the full range of income levels.
 - HO-15. Streamline permitting processes and create objective development regulations that encourage housing development throughout the city.
 - HO-21. Monitor and assess the housing production in the city to track the city’s progress toward meeting the projected jurisdictional housing needs across the entire income spectrum, consistent with state law and Countywide Planning Policies and take additional steps if needed.
 - HO-26. Partner with non-profit and for-profit housing developers to help create a variety of housing types in the community.
 - HO-33. Address the need for housing affordable to extremely low-, very low-, low- and moderate-income households, through funding, regulations, policies, procedures and other mechanisms.
 - HO-34. Explore the creation of a funding mechanism to assist extremely low-, very low and low-income households with property tax payments to prevent displacement.
 - HO-35. Create opportunities to require or incentivize affordable housing when increases to development capacity are made.
 - HO-39. Create a funding mechanism to purchase affordable housing units which become available or are likely to not remain affordable to both preserve affordable housing stock and prevent displacement.
 - HO-50. Ensure that regulations and standards support the effectiveness of bonuses and incentives to increase permanently affordable housing on any qualifying property owned by faith-based or non-profit housing entities, or on surplus property owned by public entities.
 - HO-56. Analyze major cost and regulatory barriers to the construction of affordable housing and minimize these barriers where they exist.
- 



- LU-32. Encourage reducing parking requirements in areas with good access to transit and active transportation facilities and prioritize parking options to serve the community with special needs.
- TR-137. Minimize non-residential parking in neighborhoods through residential parking zones and other measures.

In particular, housing incentives, requirements, funding, land acquisition, permit streamlining, partnership with nonprofit developers, density bonuses on faith-based land; and ongoing analysis, monitoring, and program updates are important tools and actions to make adequate provisions for housing at all economic segments of the population, including special needs housing. While some of the existing, updated, and new policies for this 2024 Periodic Comprehensive Plan Update are specific, some name policies and actions more generally. Futurewise recommends referring to [exhibit 6 of the Department of Commerce Guidance](#) to identify more specific actions that Bellevue can pursue.

Thank you for conducting a [Racially Disparate Impacts Analysis](#) to meet new planning requirements under RCW [36.70A.070](#). In Volume 1 of the update, thank you for adding new Comp Plan policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions. If the City has not done so already, we recommend applying the racially disparate impacts analysis to the policy updates in [Volume 2](#) of the Comp Plan periodic update to ensure that subarea plans do not perpetuate racially disparate impacts, displacement, and exclusion in housing. We also thank the City of Bellevue for including a displacement risk analysis in the FEIS and for introducing anti-displacement policies into the Comprehensive Plan draft.

Finally, Futurewise thanks the City of Bellevue for updating zoning designations in the Future Land Use Map to accommodate middle housing per RCW [36.70A.635](#). We thank you for including policy HO-19 to “ensure that policies and regulations allow for middle scale housing, such as duplexes, triplexes, fourplexes, townhomes, small apartment buildings, cottage housing and courtyard apartments.” In the implementation phase, we recommend that regulations comply with parking reduction requirements in RCW 36.70A.635(6)(e) s and that they not be “more restrictive than those for detached single family residences” as RCW 36.70A.635(6)(6)(b) requires.

Thank you for considering our comments as you make final recommendations to Council for Bellevue’s Comprehensive Plan Periodic Update.

Sincerely,

Alex Brennan
Executive Director
Futurewise



From: [Christy Santos](#)
To: [PlanningCommission](#)
Cc: [Johnson, Thara](#)
Subject: Comments on Draft 2044 Comprehensive Plan Policy Updates
Date: Thursday, June 20, 2024 3:15:33 PM
Attachments: [image002.png](#)
[image003.png](#)

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Dear Planning Commissioners, Mayor, and City Council Members,

I'm writing to express my concerns about the proposed updates to the Draft 2044 Comprehensive Plan (CP) Policy.

The staff's idea of using an "umbrella" for land use and zoning categories should be rejected. This approach is short-sighted and benefits developers at the expense of our residents and neighborhoods. Here's why this proposal is problematic:

- It groups very different parcels together under a single category.
- It allows for too wide a range of zoning designations within a single group.
- It doesn't consider the unique characteristics of individual parcels and neighborhoods.
- It allows developers to easily shift from the lowest to the highest zoning category within the "umbrella."
- It relies solely on staff judgment based on information from developers, which is a biased approach.
- It skips the thorough Comprehensive Plan Amendment (CPA) process.

Essentially, this would take decision-making power away from the Planning Commission and City Council, putting it in the hands of developers and city staff. This limits notice and the opportunity for residents to respond. Developers and landlords often prioritize profit over neighborhood well-being and don't have the same duty to our communities. By removing or limiting residents' safeguards, the city places future development in the hands of those seeking profit, not balance.

The current CPA process allows for public notice and gives residents time to respond to potential changes. The proposed "umbrella" approach would force residents to appeal to the City's Hearing Examiner, making it unfair and burdensome for property owners and neighborhoods.

For example, an upzone of the Newport Hills Shopping Center would greatly increase traffic in our already congested area. Newport Hills has limited two-lane roads, and rush hour traffic already causes significant delays, affecting everyone, including public transportation, school buses, and emergency vehicles.

As a 20-year Bellevue resident and 30-year residential development professional and real estate broker, I understand that every parcel and neighborhood is unique. Newport Hills is not like other neighborhood centers, and it shouldn't be treated as such. Other areas shouldn't be treated as Newport Hills either.

The proposed "umbrella" policy contradicts the city's engagement documents, which promise to:

- Maintain a unique sense of place for neighborhoods.

- Support equitable engagement with community members.
- Ensure ongoing opportunities for public participation in planning efforts.

This proposal bypasses the Planning Commission and reduces public input. It is inequitable, undemocratic, and fails to protect our residents.

I urge you to protect the voices of your citizens by rejecting this proposal.

Thank you for your consideration.

Sincerely,

Christy Santos

13006 SE 69th Street,

Bellevue

Christy Santos | 425.591.3388 | christysantos.withwre.com

Broker, REALTOR |  WINDERMERE REAL ESTATE / EAST, INC.



Linktree

June 18, 2024

Re: Comments on Draft 2044 Comprehensive Plan Policy Updates

Dear Planning Commissioners, Mayor, and City Council Members,

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I urge you to protect the voices of your citizens by rejecting this proposal.

Thank you for your consideration.

Sincerely,


Michael And Kristine Shore

12770 SE 65th Street

Bellevue, Washington

From: kyle@sosufamily.net
To: [PlanningCommission](#)
Cc: [Council](#)
Subject: Comprehensive Plan Public Hearing
Date: Thursday, June 20, 2024 4:21:32 PM

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I'm a neighbor from Kirkland, I'd like to express my appreciation for the wide breadth of changes proposed for Bellevue's comprehensive plan. This update makes huge strides in allowing for more housing, improving equity, expanding inclusivity, addressing climate change, preserving the environment, and streamlining policy language. Since the core of Kirkland isn't planned to get light rail, I might be a Bellevue resident in the future. But regardless, Bellevue will be my gateway to the light rail, and it has enormous opportunities for growth and leadership.

The plan also contains lots of language in support of expanding the city's public transit and active transportation networks. This is critical for supporting growth in the city. Cars simply do not scale well because of how much space they require on and off the road. Expanding roads to be wider is not only extremely expensive, but it's effectively impossible in many areas. However, the proposed change to TR-57 requiring a "comprehensive technical analysis and exploration of other options" before repurposing travel lanes for other uses is at best redundant, and at worst, a tool that would be used to stymie Bellevue's goals, arguing that "not enough studying was done".

Firstly, the term "comprehensive technical analysis" isn't defined in this policy, so it's unclear what standard is expected. Whenever other policies in the Comp Plan have specific requirements such as this, they refer to another piece of city policy. For example, TR-17 refers to the Mobility Implementation Plan. This policy should refer to a specific standard, or the proposed addition to the policy should be removed.

Second, this statement is redundant, as I'm sure the transportation department is already required to perform lots of analysis before any changes are made to Bellevue's streets.

Third, this hedging language against transit and active transportation is in conflict with the rest of this comprehensive plan update. When I read through the document, I see dozens of policies in at least 5 elements which outright support transit and active transportation, and policies that are complemented by a strong multimodal network. The comp plan calls for a reduction of drive-alone trips and Vehicle Miles Traveled per capita. How can that be done if there's no room on the streets for other modes? New streets are required to be Complete Streets, with space for all. Why should existing streets be treated differently, frozen in time?

This amendment to TR-57 was created in response to a request from Kemper Development, and that request was surely in opposition to Bike Bellevue. Let's not forget: Bike Bellevue is a safety-first project aimed at eliminating serious injuries and fatalities for pedestrians, bikers, and drivers. It would change intersections to be safer and create safer lane configurations for drivers. The freed-up space would then be used to create a

connected, safe network for active transportation.

You know what doesn't make Bellevue feel like a "City in a Park"? Being surrounded by cars. The amended TR-57 is an attempt to keep Bellevue in the past. Make the right choice, the choices needed for the Bellevue of tomorrow. Strive to make things better; to be a world-class city; to be a leading example. Thank you.

Kyle Sullivan

P.S. Here's the list of policies I saw that align with multi-modal transportation:

LU-4: Promote a land use pattern integrated with a multimodal transportation system.

LU-10: Work toward a land use pattern that makes it possible for people to live closer to where they work regardless of household income.

LU-15: Provide for safe, accessible pedestrian connections from residential areas to nearby neighborhood services and transit in all residential site development.

LU-20: Support development of compact, livable and walkable mixed use centers in BelRed, Eastgate, Factoria, Wilburton, East Main and Crossroads.

LU-29: Provide walking and bicycle routes in and to light rail and bus rapid transit station areas that are accessible, safe and convenient, and that connect to destinations, transit and surrounding bicycle and pedestrian networks.

LU-39: Provide equitable access to parks, safe pedestrian and bicycle routes and other public amenities for all neighborhoods, prioritizing improvements for those areas with fewer public amenities.

LU-45: Implement land use patterns that promote walking, bicycling, or other active transportation modes in order to increase public health.

TR-4: Establish targets to increase the proportion of commute trips by non-drive-alone mode.

TR-20: Aggressively plan, manage and expand transportation investments to reduce congestion and expand mobility opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.

TR-22: Incorporate pedestrian and bicycle facility improvements into roadway projects to provide complete and connected active transportation networks.

TR-24: Increase connectivity and system completeness for all transportation modes to create a Complete Streets arterial network.

TR-48: Provide sufficient arterial rights-of-way or obtain easements to provide space for street trees and landscaping, and to accommodate pedestrian and bicycle facilities, while considering the visual and functional continuity of the corridor.

TR-50: Maintain and enhance safety for all users of the street network.

TR-52: Maintain a collision reduction program to identify high collision locations, evaluate and prioritize potential safety improvements and implement recommended changes.

TR-72: Develop and maintain safe and convenient active transportation access to transit stops and stations, through shared responsibility with transit providers and private-sector developers.

TR-94: Promote and facilitate active transportation.

TR-95: Incorporate active transportation facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.

TR-129: Support means to reduce per capita vehicle miles traveled and transportation-

source greenhouse gas emissions.

ED-4: Maintain Bellevue's competitive advantage and attraction as a highly connected community.

CL-5: Provide regional leadership on sustainable development, climate resilience and greenhouse gas emissions reduction that extend beyond Bellevue's boundaries and require regional cooperation.

CL-14: Consider climate change impacts and limit new greenhouse gas emissions when planning for new growth, while supporting emissions reductions from existing uses.

CL-67: Support sustainable and resilient net-zero and net-positive new development by phasing out fossil fuels and promoting renewable energy, energy efficiency, transportation and building electrification and electric grid integration.

PA-4: Design parks and facilities to maximize available space and benefits for users, including offering parks with multiple functions and implementation of shared use facilities.

PA-5: Increase safe, non-motorized access between dwellings and parks, trails and open space through development of additional facilities and mobility improvements.

PA-14: Develop safe pedestrian and bicycle linkages between neighborhoods and major natural areas, recreation facilities, schools and commercial centers.

From: kyle@sosufamily.net
To: [PlanningCommission](#)
Cc: [Council](#)
Subject: Bel-Red Subarea Public Hearing
Date: Thursday, June 20, 2024 4:23:16 PM

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I want to express my support for the vision of the Bel-Red Subarea plan. As the document states, Bellevue has the opportunity to create something truly unique and wonderful in this area. While many of the same values have been put forward in plans around the region, such as in Redmond, or my native Kirkland, the BelRed area is simply on a different level. There is a huge amount of space and potential resources available.

I'm excited to see how the city's Art District plans come to fruition. I'm even more excited about how light rail can be the catalyst for a truly multi-modal neighborhood. With less reliance on cars, the city can focus instead on creating a smaller scale street system that is sized for people. The proposed trail network will give an impressive level of connectivity to the city and region, and provide for an abundance of recreation.

In general, I think the revised list of policies make great changes. However, I think there are some aspects that should be tweaked to best support the city's vision for Bel-Red.

The first topic I'd like to touch on is parking. The former S-BR-22 policy was removed because it is now a duplicate of Comprehensive Plan policies. While this is largely true, the policy also called for "[allowing the] reduction of parking supply in transit development nodes", which is not reflected in the replacement policies. Additionally, S-BR-91 recommends considering parking *maximums*, but says nothing about removing parking *minimums*. Given the abundant public transit and active transportation resources planned for Bel-Red, I strongly recommend that the plan contain a policy which explicitly asks for the consideration of *removing* parking *minimums* throughout Bel-Red. Bellevue should keep as many options on the table as possible at this point. Allowing for the consideration of removing parking minimums doesn't commit the city to eliminating parking minimums everywhere for all uses; it just gives the city more options.

Second, I think the plan should have some more specific language regarding mid-block crossings, and pedestrian streets. While the comprehensive plan has language about mid-block crossings, the Bel-Red Subarea Plan should call out mid-block crossings as a priority. Similarly, I don't see any mentions of "pedestrian streets" in the current plan, despite being called out as a dedicated category in the BelRed Streetscape Plan.

Finally, I noticed some policies that use language such as "pedestrian friendly" or "pedestrian oriented", including S-BR-25, 32, 36, and 44. I think these policies should refer to "active transportation", so that more street users are considered.

Thank you all for your hard work in reviewing and refining these policies. I look forward to seeing how the area develops.

Kyle Sullivan

From: [Raymond Zhao](#)
To: [PlanningCommission](#)
Subject: Attachment for tonight's public hearing on the Bellevue Comprehensive Plan
Date: Thursday, June 20, 2024 5:24:12 PM

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Dear Commissioners, Deputy Mayor Malakoutian, and staff,

Please find the link below that I will reference in my comments this evening.

I would encourage you to review the documentation from the Federal Highway Administration showing that road diets can increase the safety of all road users and encourage active transportation.

https://safety.fhwa.dot.gov/road_diets/case_studies/roaddiet_cs.pdf

Thank you,
Yuanmeng "Raymond" Zhao

From: [p.johnston](#)
To: [Comp Plan 2044](#); [PlanningCommission](#); [parkboard](#)
Cc: [Hamilton, Dave](#)
Subject: Page IV-3 VISON City in a park. Is more than. Parks and open space.
Date: Thursday, June 20, 2024 5:44:48 PM
Attachments: [image004.png](#)

Some people who received this message don't often get email from pamjjo@msn.com. [Learn why this is important](#)

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Page IV-3 VISON

We are a “City in a Park.” We value our abundant open space – whether it be the tranquility of a wooded trail or a paddle through the Mercer Slough. Everyone has access to activities and amenities, be they people-watching in an urban plaza, enjoying our trails, playing a favorite sport or gazing at the shimmering sun on a bright blue lake”



“City in a Park” means more than just park land and open space around the city. It is more than one tree.

City in a Park means being able to walk out of my home or office and be in nature while I break for my cup of coffee — trees to sit under; hearing birds singing their songs; feeling the cool air of a stream; tasting the air. It is a living system that we are a part of and are nurtured by.

Please

Clarify the **City** in “City in a Park.” vision
Beyond parks and open space, describe **Bellevue’s “City in a Park” qualities** in the vision that matches our urban design.

Where it exists
(examples)

UD-1. Preserve and enhance trees throughout the city to **retain tree canopy and foster the city’s image as a “City in a Park.”**

UD-2. Integrate high quality and inviting public open spaces and publicly accessible privately owned open spaces into major development

*Cougar Mountain, epitomize Bellevue’s reputation as a “City in a Park” with **visually breathtaking vistas, viewpoints and recreation areas.***

PA-39. Develop, fund, and maintain streetscape and arterial landscaping along transportation corridors that provides valuable aesthetic, environmental, traffic calming and storm water management benefits helping maintain **Bellevue’s “City in a Park” character**

*UD-34. Use appropriate street tree species that are well adapted to urban street conditions and provide identity and continuity to street corridors. **Adequate soil volume shall be provided to support tree health** and limit damage to sidewalk and street infrastructure.*

CL-16. Achieve a citywide tree canopy target of at least 40% canopy

coverage that reflects our **“City in a Park” character** and maintain an action plan for meeting the target across multiple land use types including right-of-way, public lands, and residential and commercial uses.

CL-17. Minimize the loss **of tree canopy, biodiversity, and natural areas** as a result of transportation and infrastructure projects, and mitigate for losses where impacts are unavoidable.

Other

. ***This plan continues to enhance those qualities that make Bellevue a “city in a park”***

-p

From: [Nicole Myers](#)
To: [PlanningCommission](#)
Subject: Comprehensive Plan Hearing comment
Date: Thursday, June 20, 2024 5:58:23 PM

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The highest priority in our Comprehensive Plan process should be to promote density that will match our growth targets and our ability to provide public services. The current land use map appears to match the DEIS growth projections of 95,000 housing units even before the density in residential areas according to state mandates is added. The FEIS recognizes that 152,000 housing units is implausible because we can't support so much growth, particularly in the transit network, but it appears that that 152,000 is not even a full build-out number, since the theoretical density in the neighborhoods is likely to exceed those assumptions once the middle housing details are sorted out.

In order to support this “adventurous” approach to growth, the two additional things we should consider are 1) the potential for impact fees to cover the costs of capital infrastructure, utilities, park acquisition, etc. 2) ensuring that our water supply matches our growth projections (see CF-7 and UT-45 as examples).

My third request is that we focus on pedestrian improvements. It is when I am walking that I connect with my community of friends and neighbors here in Bellevue. All of us are pedestrians at some times, whether we also depend on cars or bicycles or public transit. As I walk, I want:

- Separation from vehicle travel lanes along arterials
- Good visibility and slow vehicle speeds on local streets
- Trees for shade and shaded hardscape or greenscape along walking routes
- Low-moderate on-street parking on neighborhood streets
- Smooth surfaces for wheelchair and stroller accessibility
- Lighting

- Signal timing to minimize waits

I have noticed that Seattle's draft plan has some excellent policies for people who walk:

LU 2.12 Preserve Seattle's existing street grid and seek opportunities for new pedestrian and bike connections to knit together neighborhoods.

LU 2.13 Design neighborhoods to be walkable and accessible by enhancing pedestrian connections, public open spaces, walking and biking infrastructure, and wayfinding, and by encouraging buildings with retail and active uses that flank the sidewalk.

LU 5.6 Limit the impacts of off-street parking on pedestrians and the surrounding areas by restricting the number and size of automobile curb cuts and by generally requiring alley access to parking when there is an accessible, surfaced alley.

T 1.5 Plan for transportation investments within Neighborhood Centers and to surrounding Urban Neighborhood areas that prioritize walking and biking on safe, comfortable, and enjoyable routes to meet every day needs and that enhance connections to transit.

T 2.5 Use pedestrian design guidance in the Right-of-Way Improvements Manual and guidance from the Seattle Transportation Plan to determine adequacy of the pedestrian realm, before allocating space to the flex zone or travel way, and, within the pedestrian realm, prioritize space to address safety concerns, network connectivity, and activation.

T 2.15 Design and allocate space in the right-of-way to prioritize the health, safety, and enjoyment of young children and their caregivers.

T 2.16 Develop strategies that prioritize walking, biking, transit, and public spaces on streets over parking.

T 3.20 In areas that currently lack complete sidewalks, ensure coordinated development of sidewalks and pedestrian safety infrastructure in line with anticipated higher-density development envisioned in the Growth Strategy.

T 5.5 Use intelligent transportation system technology to alert motorists, bicyclists, and pedestrians to the presence and anticipated length of closures due to train crossings

T 6.8 Use complete street principles, traffic-calming, and neighborhood traffic

control strategies to promote safe neighborhood streets and discourage cut-through traffic.

T 6.9 Improve pedestrian lighting, especially along transit routes and where connections between different travel options are made.

CF 6.5 Coordinate pedestrian and bicycle infrastructure to make it easy and safe for students and families to walk, bike, and roll to school.

P 1.13 Create connections between natural areas and open spaces for both people and wildlife using habitat corridors, green streets, pollinator pathways, and other green connections.

This is only a fraction of the ways Seattle's plan prioritizes pedestrians; I hope you will take a look and add some of these to our Comprehensive Plan as well.

Thanks,
Nicole Myers

From: [Brady Nordstrom](#)
To: [Johnson, Thara](#); [PlanningCommission](#); [Shull, Janet](#)
Cc: mmohamed@muslimcna.org; [Guillermo Rivera](#); [King, Emil A.](#)
Subject: Testimony from Mohamed Mohamed - 6/20
Date: Thursday, June 20, 2024 7:14:06 PM

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Dear Bellevue Staff and Planning Commission,

My name is Brady Nordstrom and I work at HDC. I'm working in a partnership between *Eastside for All*, *Indian American Community Services*, and *Muslim Community Network Association* to support housing equity and affordability.

For the planning commission meeting this evening (6/20), Mohamed Mohamed came in person to share his testimony with you. Not knowing how long the multiple hearings would take, he had to leave before his name could be called. Mohamed is going to try to come again next Wednesday (6/26). Even so, I wanted honor his effort to be here tonight and share a text version of his testimony for your consideration.

TESTIMONY

- *Thank you. My name is Mohamed Mohamed. I'm with the Muslim Community Network Association, which is an outreach and advocacy organization that seeks to empower the community by focusing on education, engagement, and empowerment.*
- *I'm representing the Eastside Housing Equity Coalition that is a partnership between us, Eastside for All, Indian American Community Services, and Housing Development Consortium.*
- *At the Eastside Housing Equity Coalition, we believe that supporting affordable housing is one of the most important investments a community can make. It has a positive effect on the local economy and provides job opportunities. Additionally, affordable housing helps to reduce homelessness, improve overall health, and support people to achieve education for themselves and their families.*
- *Thanks for your commitment to housing policies that support affordability and accessibility for all.*

Thanks for considering Mohamed's comments.

Best,
Brady Nordstrom
253-886-2099

From: [Wonderful Morrison](#)
To: [PlanningCommission](#)
Cc: [Johnson, Thara](#)
Subject: Del Mar Woods Resident - Bellevue Comprehensive Plan Updates
Date: Thursday, June 20, 2024 10:19:04 PM

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Re: Comments on Draft 2044 Comprehensive Plan Policy Updates

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- - It relies solely on staff judgment based on information from developers, which is a biased approach.
- - It skips the thorough Comprehensive Plan Amendment (CPA) process.

Essentially, this would take decision-making power away from the Planning Commission and City Council, putting it in the hands of developers and city staff. This limits notice and the opportunity for residents to respond. Developers and landlords often prioritize profit over neighborhood well-being and don't have the same duty to our communities. By removing or limiting residents' safeguards, the city places future development in the hands of those seeking profit, not balance.

The current CPA process allows for public notice and gives residents time to respond to potential changes. The proposed "umbrella" approach would force residents to appeal to the City's Hearing Examiner, making it unfair and burdensome for property owners and neighborhoods.

For example, an upzone of the Newport Hills Shopping Center would greatly increase traffic in our already congested area. Newport Hills has limited two-lane roads, and rush hour traffic already causes significant delays, affecting everyone, including public transportation, school buses, and emergency vehicles.

As a 20-year Bellevue resident, I understand that every parcel and neighborhood is unique. Newport Hills is not like other neighborhood centers, and it shouldn't be treated as such. Other areas shouldn't be treated as Newport Hills either.

The proposed "umbrella" policy contradicts the city's own engagement documents, which promise to:

- Maintain a unique sense of place for neighborhoods.
- Support equitable engagement with community members.
- Ensure ongoing opportunities for public participation in planning efforts.

This proposal bypasses the Planning Commission and reduces public input. It is inequitable, undemocratic, and fails to protect our residents.

I urge you to protect the voices of your citizens by rejecting this proposal.

Thank you for your consideration.

Sincerely,

Wonderful Morrison



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Biz IG: https://www.instagram.com/leadher_biz_academy/

IG Profile: https://www.instagram.com/wonderful_morrison/