

From: [Jessica Clawson](#)
To: [PlanningCommission](#)
Subject: comment--Sternoff Property/Bel-Red/density and open space
Date: Wednesday, September 27, 2023 10:39:05 AM

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Hello Planning Commissioners,

We represent the Sternoff Property, located at 1600 124th Avenue NE, in Bel-Red.

The property is located ½ block from the Spring District Light Rail Station. It is also adjacent to a critical area. It is developed as a typical mid-century strip office/retail center with surface parking. As the commission considers Bel-Red this evening, we hope you will consider the following:

- The City should follow zoning principles/best practices related to density around light rail. The highest amounts of density should be allowed within walking distance of light rail. Consider minimum FARs around light rail that will achieve the density necessary to support light rail.
- Stream and critical area buffers must be “right-sized” to promote redevelopment of old strip mall properties. If the City makes redevelopment impossible because of too large and onerous buffers, the current degraded environment (parking lots sheet flowing to streams, streams in pipes, etc.) will continue to exist—because no one will be able to redevelop. This would be a terrible miss for the City’s density and housing goals, as well as its environmental goals!
- As you are giving direction regarding environmental and open space goals, consider direction that states the City should incentivize stream and buffer restoration through redevelopment. The City will never have enough money to buy properties and restore streams, and doing so with large buffers would undermine planning and housing goals. Utilize redevelopment to restore habitats to a workable condition.

Thank you for your consideration, we look forward to working with you this and next year on Bel-Red policies.

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From: p.johnston
To: Council
Cc: TransportationCommission; PlanningCommission
Subject: Comp Plan: Stat Accurate Survey: BIKE LANES:: Primary Street Design results vs the importance of bikes evident in reading the Appendix I. Request more "Olmstead" ped/bike connections
Date: Wednesday, September 27, 2023 1:53:41 PM
Attachments: image001.png
 image004.png

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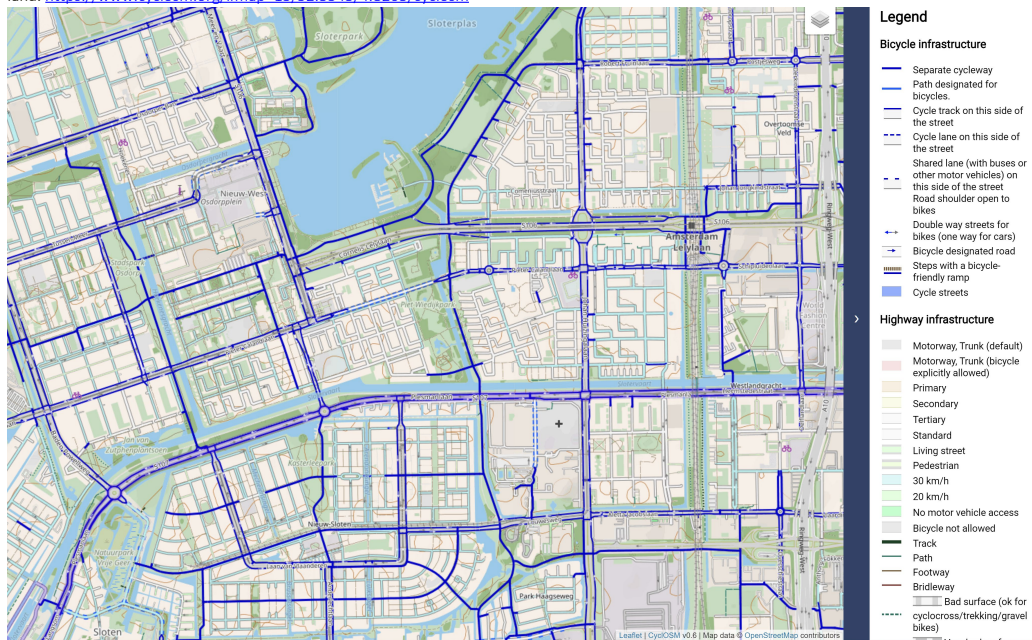
COMP PLAN SURVEY: What is says about bike lanes.

Primary Street Design results and Appendix I: Ideal Neighborhood comments do not have the same priority for bike lanes. Comments do not show a preference for "Pedestrian and bike oriented street design that prioritizes safety and slower speeds".

- Ped/bike comments focus on recreational or optional biking.
- Few comments on commute (directly)
- High desire for recreation ped/bike
- Some would vocationally bike to nearby stores/coffee shop
- Balance between modes means different things
- Bike lanes are good, but a number of comments are concerned it will make traffic worse (see bolded items)

My informed conclusions are people want bike lanes for recreation. That step should be satisfied in order for behavioral change to commute. Few think they will change to commuting by bike. Few people would like to see car lanes changed to Bike Lanes. As BelRed builds out, pedestrian increase is critical. Bikes move people to the next section of town. Bellevue should strongly consider a "Grand Connection" between the EastTrail and Fred Meyer: a ped/bike trail that brings together a parklike trail, mixed use business, and health. This would attract pedestrians as well as bikes. Consider bike/ped [paths short-cuts](#). requirements

Greenspace with trails (Olmstead pearls an a string) matches the "City in a park" vision. See this map of Copenhagen and observe how many bike routes are on park /green-way land. <https://www.cyclosm.org/#map=15/52.3543/4.8203/cyclosm>



Data: <https://app.displayr.com/Dashboard?id=0a4ca35d-f8d4-41c2-9341-1d49fc4811b1#page=865572a1-9fb8-4f45-8b07-95bdb03aff5d>

SURVEY PART 4 NEIGHBORHOOD PREFERENCE

The survey included a special exercise to better understand what features residents prioritize when considering their ideal neighborhood based on a specific set of criteria. Respondents were prompted to "Think about the kind of neighborhood you would like to live in today and in the future. What would your neighborhood look like?" Then they were presented with a series of neighborhood designs based on five attributes with different options for each attribute.

The second question we can look at when analyzing the data from this part of the survey is, "Within each attribute, what preferences do people have for the different options?"

FROM PRIMARY STREET DESIGN

Streets designed for efficient automobile traffic	27
Pedestrian and bike oriented street design that prioritizes safety and slower speeds	73

Across all demographics, about three quarters of Bellevue residents prefer street design that is oriented towards pedestrian and bike safety. However, there are some demographics that feel more strongly about this when compared to the average. For example, 90% of respondents under the age of 25 prefer bike/pedestrian oriented street design. A noticeably higher proportion of respondents who live in Bel-

Red, West Bellevue, and Eastgate neighborhoods prefer bike/pedestrian oriented street design.

FROM APPENDIX I

"Based on your answers, the neighborhood below should be fairly close to your 'ideal' neighborhood." [table showing combination of highly rated attributes]. "If an affordable option was available would you want to live in this neighborhood?"

My assessment on priority of biking lower score for if they want bike-path or lane for recreation	Comments highlights
2	I want a multi cultural and vibrant community with facilities for healthy living like biking , sport fields, trails and parks, etc
1	Can't we have streets which are safe and efficient for automobiles, bikes, and pedestrians?
1	I would love to see truly bike-oriented city design implemented in Bellevue (including the outskirts!). The problem I have with Bellevue's current implementation is that it's not bike friendly; most bike lanes are just painted onto the right sides of roads. That's not safe for a ton of reasons (free rights at intersections, sharing the lane with vehicles, people parking in bike lanes, etc). I don't want to be forced to be car dependent, but I don't ride a bike anywhere specifically because the lanes are on public roads with motorized vehicle traffic. Bikes simply dont belong there. I desperately want to see entire networks of lanes for ONLY bike/pedestrian traffic. I would be overjoyed if I could ride a bike all the way from the east side to downtown without having to ride on a road shared with cars.
2	Near bike lanes or trails, and near regular transit.
3	This is basically describes my current neighborhood. Bike paths are great. I bike all the time (on trails only). Except really, car & bike trails need to be separate to be safe. And don't sacrifice the car to put in bike trails that will hardly be used. Cars are the majority here so take that into account. You will not get many people out of cars for bike commutes - it will not move the needle.
3	Mixed housing types to meet needs of families, singles, low-income/homeless. Green spaces integrated into the design. Easy access to shopping, arts, museums, entertainment venues. Availability of on-street electric car charging and secure bike racks. Access to public transportation that allows you to go into Seattle, to beaches and parks.
1	Need pedestrian and bike friendly roads, slower enforced speed limits.
3	I live in a mixed neighborhood of housing. I wouldn't say there is any affordable housing in my neighborhood. I love our parks both small and large. The streets are a little busy for comfortable bike riding, but I live close to I90. There isn't really cultural events in my neighborhood. The crossroads area seems to have a good combination of all things listed. It has gotten overgrown with apartments now that the train is coming to Microsoft area. By the time we get train service in Eastgate or Issaquah I will be retired.
2	balancing wide accessibility of access--how easy is it to get somewhere important/interesting (businesses, green space) if you are a pedestrian, if on bike, and in a car--is probably the most important thing, which is then balanced by density (housing mix that isn't dominated by 5+ story buildings only). Affordability is super important (and coincidentally helped by supporting a wide accessibility of transit types), but might lose out when the first two things are prioritized, unless there are some requirements for it.
	I strongly support pedestrian and bicycle traffic enhancements, but not at the expense of efficient automobile traffic. Unfortunately, what I see being implemented to enhance pedestrian and bicycle traffic does not invest in widening roads and shoulders to create additional lanes which can become protected lanes for pedestrians and bicycles. Instead, paint is used to narrow or eliminate car lanes to create lanes for bicycles and walkers. Results: narrow lanes making is harder to drive, unprotected bike/ped lanes which are not safe. Downtown Seattle is feels difficult and unsafe for drivers, bikers and pedestrians. I've seen another outcome in some European cities where there was brick, concrete and asphalt investment to create true bike/ped lanes, not at the expense of car lanes.
2	I like European cities. Density is preferred so you can travel 20 minutes outside the city and be in the country. I don't believe in paving to the Cascades. We need to preserve our raw land and timber in case we ever need to grow our own food, heat our houses, reduce dependencies on external goods/supply-chain issues, or in case of war. Hannover, Germany is a good example of being independent by preserving their trees via park trails that connect throughout the cities and neighborhoods. Mass transit or bikes get everyone where they need to go. The more density we create, the more we need to provide quick access to trails/parks/groceries/community areas. If people live so close to each other, they need easy access to get outside in a quiet space (small parks offer that), groceries, community restaurants. Europeans walk and bike frequently which is the best FREE mental health care!
1	It's very important for the sidewalks and streets to feel prioritized for pedestrians and bikes rather than cars otherwise it isn't fun getting around
	Ideal would have a mix of people - ages, incomes, backgrounds. Ideal would

2	have less car traffic - folks walking/biking more for enjoyment, purchases, gatherings, restaurants & coffee shops.
3	Medium density, not sacrificing traffic areas for very low use bike lanes. Ok if business on first floor of a condo. Good to have public transport to downtown Bellevue. Green spaces great, but in moderation. There is a lot of green outside the city. Don't think high density would work for me. Affordability would be nice. Going for walks or runs easily near my home is important for me. Challenge of increasing density is that it increases traffic. Perhaps area near highways could be targeted for that. Some part of Zurich come to mind for examples of mid density / high density. The buildings are never too tall, they have businesses in the first floor and housing above.
1	Affordable housing, a mix of housing types, and pedestrian/bike friendly streets are required. For green spaces & business (small vs dense), a range of options are ok. However, I think every neighborhood should at least have access to small or medium parks in addition to larger parks for the city. Parks near denser housing need to support play spaces for kids.
1	It is key to have a park nearby and streets that accommodate walking and biking to incentivize people to live a healthy lifestyle. Community is stronger when people are healthy.
	Make the neighborhood as pedestrian/bike friendly as possible.
1	Exactly what I would like in Bellevue, WA. It is not quite what I own in Bellevue (no small businesses within walking distance or pedestrian and bike oriented street).
3	My main criteria for an ideal neighborhood: 1. Safe, Diverse and Affordable. 2. Focus on local businesses. 3. Good education, easy access to everything. 4. Government working with citizens. 5. Access to employment opportunities. 6. Green spaces with trails for walking, biking etc.
3	The question, "could you live here?" was tough, since I can make do living in a lot of situations. My favorite neighborhood so far was the Junction in West Seattle. Very walkable, tons of local small businesses, mix of housing. We live near Crossroads now and it's pretty good, except there aren't always sidewalk, crosswalks, or bike lanes. More of those would be nice!
1	bike lanes, bike racks at businesses, bike protection at businesses. can walk my dog without danger
2	Not everyone's ideal neighborhood is the same, but I want to live in a neighborhood with plenty of trees and green space, low density, and something that isn't too automobile centric but gives people options like bike lanes, small local businesses or meeting places, public transportation, and parks of significant size not too far away. I think it makes sense to aim to have different neighborhoods of slightly different characters but I don't want my neighborhood to change too drastically.
1	i mean i don't like this approach you all are taking with this survey entirely. like we shouldn't decide how a cities future looks solely based on what people currently want. we should look at what the city will need in the future. for example if we expect the city to grow exponentially over the next couple decades... then we would want to prioritize affordable high rises that can house many people in the smallest space possible. or like if we expect a boom of children to happen... then we should prioritize safe places where children can grow up and walk around outside and not be surrounded entirely by cars and building. so like parks/greenery/mostly residential zoning with small business they can walk to would be better for children. i also think there are some options here where we don't have to choose one or the other. for example, why can't we design our roads to have efficient automobile traffic AND safe biking/pedestrian accessibility too? why can't we have small parks, medium parks, and large parks with many amenities?
1	Prioritize for a walk and biking safely in transit. Get people of their car which is dangerous and denser businesses
1	Bike transportation and a slow pedestrian friendly atmosphere are important. Development should be done with beauty in mind - buildings should blend and fit together with a common design set back from street sidewalk greenery flowers seasonal interest and wildlife value.
1	Need good options and facilities and commuting pedestrian and bikers, options for families to go to parks parking spaces
2	I would prefer a neighborhood that also incorporated taller options. I'm not against pedestrians or bike lanes, but they need to be balanced with auto efficiency. You get into a car because you want to get somewhere quickly.
3	This is the kind of neighborhood I live in now. It is ideal and that is why I live in Bellevue. To add more density, more bike lanes, no requirements on affordable housing would make Bellevue like Seattle and I don't want to live in that kind of city! Please keep Bellevue a livable suburb, not a mishmash of different kinds of housing and lots of bike lanes with slow traffic that Seattle is!
2	Housing mix: Flats, townhomes, single-family homes, and duplexes Businesses: Denser development with small businesses (corner shops, cafés, restaurants, etc) Street design: Balanced between cars and walking/bikes. Green space: Balanced with small, medium and large.
2	I'm not in favor of mixed affordability and mixed use housing but am in favor of more density and promoting getting people to bike or walk to local businesses etc. neighborhoods with amenities.
2	Single family homes, park and trails within walking distance, pedestrian and bike friendly streets, ok to drive to businesses
	Don't want bike oriented street design to come at the expense of

3	convenient street and neighborhood parking
2	It's simple, a mix of small parks and medium parks with parking Single home, Duplex and townhouse ok, no five story apartment buildings Some small businesses/ grocery to walk to. Roads need bike paths
2	Should be able to walk to at least some businesses, especially grocery/Rx/mail services. Streets should be safe to cross, so bike lanes and slower roads combined with efficient for car travel is best. It is untenable to continue building large condo/apartments that are not individual unit larger and family friendly. Frustrating to see many apartments going up that are geared to 1 or 2 paying tech professionals and not a potential single parent family. This erodes our neighborhood schools and the communities they build. There should also continue to be a focus on affordable age restricted (55+) communities with senior services, Dr/Rx/Grocery nearby. Crossroads has a very good mix. Concerned about condos going up near Fred Meyer. Should have affordable family options, especially since there are several schools within walking distance and NOT catering to MSFT employees. No offense to MS, just need to keep this area family friendly. Hopefully some park area also being installed in that location.
3	Avoidance of affordable option depends on how it is defined. Walking distance also depends on how it is defined. I currently have a small collection of small businesses a mile away. I like the exercise. I would not want the stores much closer. In terms of street design, I would hope that there can be a balance between accommodating pedestrians and automobiles. Seattle has gone way too far towards bikes and public transportation.
3	My number one priority is a quiet neighborhood. My second priority includes short walks to library, grocery store, pharmacy. Sidewalks everywhere so people can walk safely. I prefer to live in a neighborhood with all single family homes because my experience is it is quieter, but as long as the neighborhood is super quiet and I don't have to smell marijuana or be kept up by loud neighbors I am fine with more housing mix. I love being close to paved walking trails that are not close to traffic so I can hike, walk, bike in all types of weather.

There may be comments unrelated to Biking but related to Walking

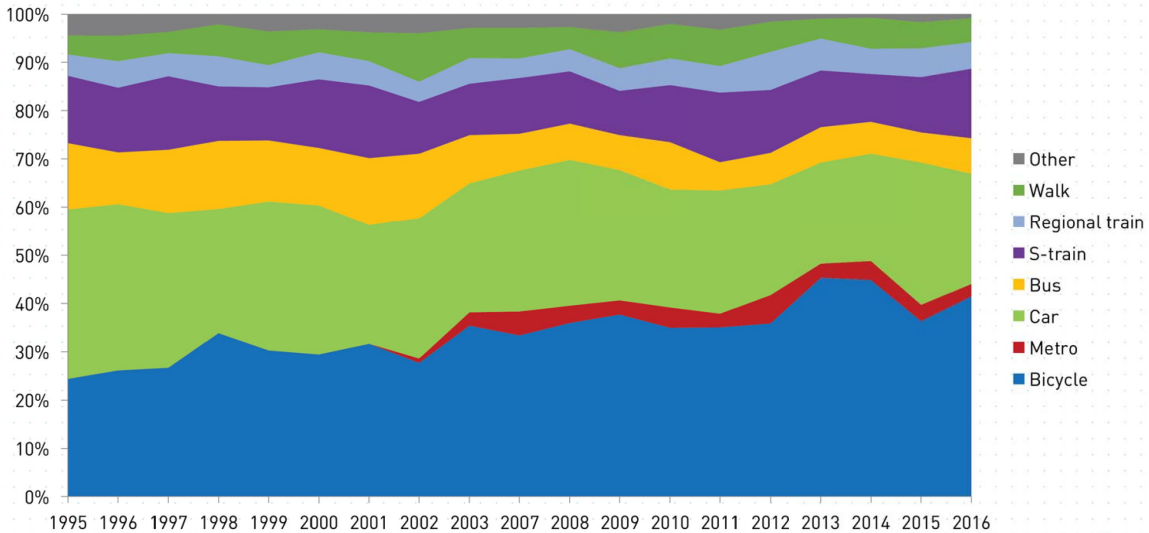
ONGOING

If there was another outreach discussion or survey, please ask questions to clarify:

- How many minutes would you be willing to lengthen your daily commute to make travel safer in Bellevue?
- How many minutes would you be willing to lengthen your commute to make travel more environmentally friendly?
- If you commute to work, in what circumstances would you drive to work by car, if transit or biking did not significantly change your commute time,?
- If transit or biking did not significantly change your commute time, when would you drive to work by car?

NOTE: Copenhagen sold its port to afford the Metro. Port areas became housing, retail, and offices.

Primary mode of transport for trips to work or education in the City of Copenhagen (notice 2004-2006 is not included)



Gehl Architects

Cordially,
- Pamela Johnston
 425-881-3301

From: [Bonnie Barto](#)
To: [PlanningCommission](#)
Subject: Too Much Growth
Date: Thursday, September 28, 2023 8:01:35 AM

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Hello,

I have lived in Bellevue since 2014, and I grew up on Mercer Island, so I have known Bellevue for most of my life. Since I moved to Bellevue almost ten years ago, I have watched the enormous amount of growth taking place, but in the past year, this has become a frustration for me, and following are my frustrations regarding this growth which, to me, seems out of control.

The first thing I want to mention is that everywhere I go in Bellevue, I see another huge and ugly apartment building being erected and I just wonder why the heck this is happening. Parking anywhere in Bellevue is becoming an issue, and in the past six months, I have had to go to the ER at Overlake Hospital about four times due to an ongoing health issue. Each time I was there, I had to wait in the hallway before I could get a room in the ER. Twice, they wanted to admit me to the hospital, but there were no available beds, so I had to wait longer. While waiting to be first seen by a nurse, I would observe more and more people who were also waiting to be seen, and I just can't figure out how the heck the city is going to contend with all of the people who will end up living in all of these new apartment buildings. The other day, I was driving past the Humane Society and right next to it was the ugliest and largest apartment building I have ever seen, and I just couldn't imagine having this building full of people who would be taking up parking spaces and/or going to the ER. This thought was just overwhelming, and it made me seriously think about moving somewhere else.

In the end, my question to the planning commission is this. How aware are you of how many apartments are being built and how crowded Bellevue already is right now.?

Bonnie Barto

From: [Steve Pelluer](#)
To: [PlanningCommission](#)
Subject: HB 1377 for Bellevue
Date: Wednesday, October 4, 2023 3:28:08 PM

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I work with several churches in Bellevue and Redmond that own surplus land. In Redmond they are working to approve the language below into their code to provide incentive for affordable housing. Is Bellevue adopting anything something similar to comply with HB 1377 and if so, would it apply to single family residential zones as well?

The latest draft of the Housing Element is live at [Planning Commission Meeting Materials | Redmond, WA](#). See the July 12 meeting materials. I want to draw your attention to [policy HO-12](#), which is new in this draft. It says:

Support affordable housing development on religious organization properties through density bonuses

- 1. Allow up to a 100-percent (or equivalent) density bonus for new or rehabilitated affordable housing on land owned or controlled by a religious organization*
- 2. Require all such housing to meet mandatory inclusionary zoning affordability requirements, and those requirements notwithstanding, be affordable to households earning up to 80 percent of area median income for the life of the project.*
- 3. Allow this bonus in all zones, even where housing is not an allowed use, except in any industrial or manufacturing park zones in the Southeast Redmond neighborhood.*

This policy has [companion proposed regulations](#) (see pp. 42-43) that implement the policy. Together these provisions are intended to implement [RCW 36.70A.545](#), aka HB 1377.

Steve

Steve Pelluer

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