

From: Jesse Simpson
To: [PlanningCommission](#)
Subject: Support for Residential Parking Requirement Reduction within 1/2 Mile of Transit
Date: Friday, January 15, 2021 7:53:14 PM

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Dear Bellevue Planning Commission,

Dear Bellevue Planning Commissioners,

I'm writing in strong support of reduced residential parking requirements for developments within 1/2 mile of frequent transit service. Bellevue will welcome the arrival of increased high-capacity transit (HCT) nodes in the near term. Planning decisions around parking must be commensurate with transportation investment in the city. Bellevue's Environmental Stewardship Plan identified 76% of transportation emissions come from passenger vehicles. Reducing parking requirements within a reasonable walkshed of 1/2 mile from frequent transit will encourage residents to rely more consistently on the growing transit network Bellevue enjoys.

Parking remains a significant cost barrier which Affordable Housing developers must navigate. Reducing requirements in HCT areas will lower the total development cost of affordable homes, which the city desperately needs, while simultaneously moving the city further towards its sustainability goals.

Thank you for your consideration and service to the Bellevue Community!

Sincerely,
Jesse Simpson
605 E Denny Way
Seattle, WA 98122

From: [Betsi Hummer](#)
To: [PlanningCommission](#); [Council](#)
Cc: [Barksdale, Jeremy](#); [Robertson, Jennifer S.](#); amorriseau@bellevuewa.gov; [Malakoutian, Mohammad](#); [Radhika Moolgavkar](#); [Ferris,Carolynn](#); jdavadoss@bellevuewa.gov; [Brown, Karol](#); [Bhargava, Vishal](#)
Subject: Planning Commission Affordable Housing Land Use Code Amendments
Date: Wednesday, January 20, 2021 4:14:15 PM

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Hello

I am paying close attention to the Planning Commission as they review, amend, and approve Land Use Code Amendments for implement the 2017 Affordable Housing Strategies.

I am sharing my posts from Nextdoor and my personal Facebook page. I am also including comments I have received on my Facebook page. I hope you take my comments seriously and consider the impacts on Bellevue's neighborhoods and struggling middle class.

I recommend that the Detached Accessory Dwelling Units be eliminated from the ADU LUCA. I also recommend the inclusion of the existing Owner Occupied and parking requirements.

FACEBOOK:

Pay attention to the Bellevue Planning Commission and last night's drafting of a Land Use Code Amendment on Accessory Dwelling Units.

The Planning Commission sent the LUCA to the City Council to consider - investors rent out new homes AND the mother in law apartments.

This would turn modest Single Family Neighborhoods into Rental Neighborhoods.

An older 2000sf home would be bought for \$800,000, demolished, and a new 4,000 square foot home (\$3 - 5million) with a mother in law apartment would be built.

Instead of selling to a family with the controlled rent of a multi year mortgage (Owner Occupied) the investor would then RENT the HOME and the APARTMENT at market rates. NO additional parking would be required for the apartment.

With no long term Rental requirements, both units could be an Air BnB with multiple tenants.

The Planning Commission would also like to see detached buildings like a garage be rented out.

This would transform Single Family Homes into Multifamily Rentals that are owned by Investors not Homeowners.

This Land Use Code Amendment passed the Planning Commission last night.

Please look at the meeting details and let them know your thoughts.

planningcommission@bellevuewa.gov

council@bellevuewa.gov

The Planning Commission also would like to see no parking provisions made for these new mother in law apartments.

Let them know your thoughts.

planningcommission@bellevuewa.gov

council@bellevuewa.gov

Facebook Comments:

1.Thanks for submitting your fantastic public comments last night, Betsi. Sorry you were having technical difficulties and unable to read them yourself.

BELLEVUE FRIENDS: it was SHOCKING- but not surprising- to see this LUCA pass the Planning Commission by a 6-1 vote. The last neighborhood/citizen-friendly Planning Commissioner left= John deVadoss, whose second & final term ends 5/30/23. After that we are going to be left with a Planning Commission that has literally been stacked with pro-developer political appointees, including a "legacy" appointee whose developer husband previously served on the Planning Commission.

If you listen to the audio when it becomes available you will hear that all consideration is given to the points made by Chris Johnson of the Bellevue Chamber and Jared Axelrod, senior public policy manager for Amazon. There's literally no discussion of points made by me, and Betsi's points couldn't be discussed because they weren't read into the record prior to the PC's discussion on the LUCA.

To be perfectly honest, even if Betsi's comments had been read in time I don't think they would have been discussed. The Planning Commission, with the exception of John deVadoss, is entirely focused on carrying out the false narrative of creation of affordable housing on the backs of, and to the detriment to, Bellevue's single family home neighborhoods, most likely the most affordable neighborhoods for investors to buy/tear down/build in. Bellevue's neighborhoods are being sold as "investor paradises" while our Council & Comprehensive Plan talk about supporting "connected" and engaged neighborhoods. It's pretty hard to sustain community connectedness when your neighborhood has been turned into a pseudo hotel/motel district (Air BnBs) and the majority of homes have become revolving door rentals.

This is why city council elections matter, folks... the council liaisons appoint the board/commission members. If you want citizen/neighborhood-friendly boards & commissions, then elect citizen/neighborhood-friendly city council members. That hasn't happened since the 2017 election of Jared Nieuwenhuis. Partisan forces tried to knock

Jennifer Robertson off the council in 2019. Those same forces will be coming for Jared and Conrad Lee this year. Vote wisely.

2.Many people are interested in multi-generational living. I think many higher income families are not interested in renting out an ADU and the hassle of being a landlord, or have a need for extra income. And investors, to think they'll layout cash to build a home AND ADU isn't IMO a real scenario.

3.Feels like Bellevue City leaders have a "growth is good" policy. I think the train is on the tracks and unstoppable.

The good side of this is that house values will rise (although that leads to higher real estate taxes).

The down side is small cozy affordable single family neighborhoods are disappearing.

4.I consider these LUCAs the opening "shots fired" in a war on Bellevue's Single Family Home neighborhoods. Not ALL of Bellevue's neighborhoods, just the ones city staff and Council see as being least able to defend themselves due to their socio-economic makeup, their diversity (language barriers, cultural norms), lack of neighborhood association/representation, etc. Those neighborhoods/neighborhood areas will be asked to shoulder the burden of carrying out the Affordable Housing Strategy initiatives for the entire city. There will be no equitable dispersion of affordable housing throughout the city; staff presentations on the most likely faith-based properties to build affordable housing has made that clear. The flawed AHS will forever change some parts of the city while preserving the neighborhood feel of other parts of the city. Talk about "privilege". This is what socio-economic "redlining" looks like, folks.

Everyone should remember that the Council previously committed to protection of Bellevue's single family home neighborhoods through the creation of designated "growth corridors". We will see which councilmembers remember that commitment and which ones are willing to sacrifice the neighborhoods (including their own) on the altar of economic development & Amazon. Of Note: only two Planning Commissioners live in neighborhood areas likely to bear the burden of implementing the AHS, and one of those Planning Commissioners has shown a propensity for throwing their neighborhood under the bus on other issues.

Comments from the Nextdoor post can be viewed by the public. The comments are concerned that Single Family neighborhoods will be changed, similar to what happened in San Diego and Victoria BC.

Betsi Hummer 425.591.4784 betsihummer@yahoo.com

From: jil.sather
To: [PlanningCommission](#)
Subject: Mother-in-Law Apartments or Cottages
Date: Thursday, January 21, 2021 6:45:51 PM

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

Hello,

This is a very bad idea I'm very much opposed to allowing Mother-in- Law apartments or Cottages within the City of Bellevue due to the fact that Bellevue is not planning on additional parking @ these dwellings where on the residents suppose to park or are they expecting that individual living in the dwellings won't be driving?

What is happening currently within Eastgate, Robinswood etc. of SE Bellevue is sickening to see, with the developers tearing down homes built in the 1950's & putting in mega mansions with basically no yards sometimes two homes on one lot, that will mostly like happen to our family home when my elderly mother passes. I know change is good though this change is not!

In my mother's neighborhood alone there are currently four of these ugly mega mansions with no extra parking, residents parking along the curb on the street & on their lawns because there are multi individuals living in all the homes in the neighborhood now, looks like the slummie area of Rainier Ave in Seattle, it's also hazardous walking in the neighborhood .

I grew up in Bellevue & have wonderful memories of neighborhood & family gatherings in my parents backyard.

Respectfully,

*Jil Sather
425-213-7492 (c)*

From: [Randy Grein](#)
To: [PlanningCommission](#)
Cc: [Council](#)
Subject: ADUs and Traffic
Date: Thursday, January 14, 2021 10:35:22 AM

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The proposal to allow ADUs can be a good idea - if the consequences are managed. So far I see no indication that this is the case.

The primary issue is traffic. We already have significant numbers of multi family houses in Bellevue, and have for at least 40 years. Yes, it 'violates code', but that happens when code does not match reality. What is the estimate of new ADUs this will create? 2,000? 5,000? Will they be bringing cars, or expected to take the bus? Several years ago my adult son had to start over. He rented a room in a neighborhood. No car. Bus service was 1.7 miles one way, over 2 miles in the other. But he worked as a chef at a downtown restaurant, evening shift. last bus service was closer to a 3 mile walk. ANY bus took a half hour-45 minutes, bus stop to bus stop. Round trip travel time for 'local' commute to/from work? 2 1/2 hours each day, minimum.

There are neighborhoods that have it worse - Bridle Trails and Lakemount are good examples. If, as I suspect this ADU plan is going to happen may I suggest an estimate be made of what the growth in housing will be and the impact on street parking as well as traffic. Work with transportation to increase bus service into the neighborhoods to compensate. I might even suggest that the council take a walk through the affected neighborhoods to better understand the scope of current traffic. Then imagine what it would be like walking to and from currently bus stops home every day.

If we want a 21st century city mass transit is the only solution. You should have noticed by now the results Uber only reluctantly released last year - they, and all ride hailing companies increase traffic. Hardly surprising as it's a simple problem in mathematics that city planners should be familiar with; it's been studied extensively. Ride hailing will always generate at least one more trip a day per cab and up to twice as many trips. **THEY INCREASE TRAFFIC.** The chimera of autonomous vehicles has not resulted in production vehicles, even then they will be constrained by the same mathematics - they will not materially reduce traffic. I urge you to consider proper planning for increased mass transit service to keep the city livable.

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