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**To:** [Robinson, Lynne](#); [Nieuwenhuis, Jared](#); [Zahn, Janice](#); [Robertson, Jennifer S.](#); [Barksdale, Jeremy](#); [Lee, Conrad](#); [Stokes, John](#); [Miyake, Brad](#)  
**Cc:** [King, Emil A.](#); [Ewing, Jennifer](#); [PlanningCommission](#); [Gulledge, Kristin](#); [Fehrman, Pamela](#); [Council](#); [Brennan, Mike](#); [LandUseReview](#)  
**Subject:** Comprehensive plan recommendations from 181 residents  
**Date:** Tuesday, May 10, 2022 12:59:04 PM  
**Attachments:** [22-05-09, climate change related nuggets from HB 1099.pdf](#)

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Dear Mayor Robinson, Deputy Mayor Nieuwenhuis, Council Members Zahn, Robertson, Barksdale, Lee and Stokes, and City Manager Miyake:

In recent years with unprecedented heat events, storms, and wildfire smoke we've all come to realize that we can't escape impacts from climate change, even here in Bellevue. The science is clear: both globally and locally we must collectively reduce greenhouse gas emissions 50% by 2030 to avoid a perpetually worsening climate. At this time when Washington cities are required to update their comprehensive plans, it's important to keep that in mind. That's why we're writing to you today.

This spring, the state legislative session ended before an important bill (HB 1099) could be passed. HB 1099 would have given guidelines to cities for the incorporation of climate concerns into their comprehensive planning process. All of our local state legislators voted for the versions circulated in the House and Senate, and the Senate passed the reconciled bill, but time ran out before the House voted on it. Had it passed, HB 1099 would have obligated cities to put key climate elements into their comprehensive plan updates, including the following:

- reduce overall greenhouse gas emissions
- reduce vehicle miles traveled per capita
- advance environmental justice by reducing historical inequities
- implement measures to increase our population's resilience to climate change.

Though the legislature may revisit this bill again in the future, **due to the urgency of the climate situation, there is growing interest from cities to move forward as if HB 1099 were already in effect.** City leaders from Redmond and Bothell have already pledged to incorporate the requirements from HB 1099 into their Comprehensive Plan updates. **Bellevue should do the same.**

We appreciate the efforts that Bellevue has taken to address climate change, and we specifically applaud city staff for already including some climate related elements in the Bellevue comprehensive planning process. That said, Bellevue must do still more to be a leader on climate action, and should, therefore, add even more climate related elements to the city's comprehensive plan. We, the undersigned, urge you to join with other cities to incorporate the policies from HB 1099 into Bellevue's Comprehensive Plan update. To assist the city in doing so, we've attached PCA's summary of the key

elements in HB 1099 that we feel should be addressed in that update.

Signed

*Court*

Court Olson, PCA Bellevue Steering Committee member, along with the following people:

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# **Recommended Actions to Implement the Climate Change Related Provisions of HB 1099 in Local Comprehensive Plans**

by People for Climate Action

## **Introduction**

This is a partial breakdown of HB 1099, which is entitled: “Improving the state's climate response through updates to the state's comprehensive planning framework”. This breakdown of the bill is targeted at cities in King County, and it intends to show how local jurisdictions could change their Comprehensive Plan in order to comply with the provision of that bill. The joint House/Senate conference committee report that was approved by the Senate on March 10, 2022 is the basis for this breakdown. The 2022 legislative session ended before the House was able to vote on the conference committee report. A complete Legislative History of 1099 is available on [wa.leg.gov](http://wa.leg.gov).

HB 1099 has 18 sections, most of which alter RCW 36.70A --Growth Management –Planning by selected counties and cities. This is not an exhaustive analysis of 1099; some parts of the bill are not covered. For example, the following aspects are not included: the bill requires the state to develop guidelines and provide funding to jurisdictions to help them comply with its provisions; it allows cities to establish zones that could provide them revenue; it has provisions that deal with shoreline management; and, it has provisions that do not deal directly with climate change.

Some areas of 1099 call for reductions in greenhouse gas emissions or vehicle miles of travel, but do not give specific targets. PCA recommends the following goals which are from the King County-Cities Climate Collaboration (K4C) website:

- In 2014, King County and twelve of its cities signed an agreement to collaborate on reducing their greenhouse gas emissions by 25% by 2020, then 50% by 2030, and 80% by 2050.
- Increase transit service and mobility with a goal of reducing countywide driving per capita by 20% by 2030 and 50% by 2050, compared to 2017 levels, understanding that different areas of the county have varying levels of transit access

## **Actions to be taken to change Comprehensive Plans**

### **HB 1099 Section: 1 Modifies RCW 36.70A.020 -Planning goals**

**Action:** Include these goals in the plan:

1. Transportation: include reductions in greenhouse gas emissions (GHGE) and per capita vehicle miles traveled (VMT).
2. Climate change and resiliency: “Ensure that Comprehensive Plans...adapt to and mitigate the effects of a changing climate, support reductions in greenhouse gas emissions and per capita vehicle miles traveled, prepare for climate impact scenarios, foster resiliency to climate impacts and natural hazards, protect and enhance environmental, economic, and human health and safety, and advance environmental justice.”



**HB 1099 Section: 3 Modifies RCW 36.70A.070 Comprehensive Plans-Mandatory elements.**

**A. Make these modifications to the Land Use and Transportation elements:**

**1. Land Use**

**Addition 1:** “The land use element must give special consideration to achieving environmental justice in its goals and policies, including efforts to avoid creating or worsening environmental health disparities.”

**Addition 2.** “...reduce per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state.”

**Addition 3.** “The land use element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include, but are not limited to, reducing residential development pressure in the wildland urban interface area, creating open space buffers between human development and wildfire-prone landscapes, and protecting existing residential development through community wildfire preparedness and fire adaptation measures.”

**2. Transportation**

**Addition 1:** Complete and provide an inventory of active transportation facilities (local and state owned).

**Addition 2:** Add a level of service standard for transit to the Transportation Element.

**Change 1:** Replace Forecast of traffic with forecast of “multimodal transportation and needs within cities and urban growth areas, and forecasts of traffic demand and needs outside of cities and urban growth areas...”

**Change 2:** Replace “information on the location, timing, and capacity needs of future growth” with “inform the development of a transportation element that balances transportation system safety and convenience to accommodate all users of the transportation system to safely, reliably, and efficiently provide access and mobility to people and goods;”

**Addition 3:** “Local system needs should reflect the regional transportation system, local goals, and strive to equitably implement the multimodal network;”

**Change 3:** In various places “non-motorized” transportation is changed to “active” transportation.

**Addition 4:** In the area that requires concurrency add “If it is possible to provide for the transportation needs of a development through active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or other transportation systems management strategies funded by the development, a development approval may not be denied because it fails to meet traffic level of service standards.”

**B. Add a new Climate Change and Resiliency Element with the following attributes.**

1. It is designed to result in reductions in overall greenhouse gas emissions. [PCA recommends the K4C goals].
2. It enhances resiliency to avoid the adverse impacts of climate change.
3. It includes efforts to reduce localized greenhouse gas emissions and avoid creating or worsening localized climate impacts to vulnerable populations and overburdened communities;
4. It has a **greenhouse gas emissions reduction subelement** where the following statements apply:

- a. The greenhouse gas emissions reduction subelement of the comprehensive plan, and its related development regulations, must identify the actions the jurisdiction will take during the planning cycle that will:
    - i. result in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state;
    - ii. result in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state; and,
    - iii. prioritize reductions in overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice consistent with chapter 70A.02 RCW.
  - b. A jurisdiction may not restrict population growth or limit population allocation in order to achieve the requirements.
  - c. City planning under RCW 36.70A.040 may be considered to be consistent with the guidelines of this subsection if:
    - (1) The jurisdiction authorizes the development of no fewer than four residential units on all lots zoned for residential use within one-quarter mile of a major transit stop; or
    - (2) The jurisdiction alters local zoning to allow for an average minimum net density equivalent to no less than 33 dwelling units per acre within one-quarter mile of a major transit stop.
  - d. Nothing in this subsection prohibits the authorization of the development of single-family residences.
5. It has a **resiliency subelement** that must equitably enhance resiliency to, and avoid or substantially reduce the adverse impacts of, climate change in human communities and ecological systems through goals, policies, and programs consistent with the best available science and scientifically credible climate projections and impact scenarios that moderate or avoid harm, enhance the resiliency of natural and human systems, and enhance beneficial opportunities.

The resiliency subelement must prioritize actions in overburdened communities as defined in chapter 70A.02 RCW that will disproportionately suffer from compounding environmental impacts and will be most impacted by natural hazards due to climate change.

Specific goals, policies, and programs of the resiliency subelement must include, but are not limited to, those designed to:

- a. Identify, protect, and enhance natural areas to foster resiliency to climate impacts, as well as areas of vital habitat for safe passage and species migration;
- b. Identify, protect, and enhance community resiliency to climate change impacts, including social, economic, and built factors, that support adaptation to climate impacts consistent with environmental justice; and
- c. Address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns.

A natural hazard mitigation plan or similar plan that is guided by RCW 36.70A.020(14), that prioritizes actions in overburdened communities as defined in RCW 70A.02.010, and that complies with the applicable requirements of this chapter, including the requirements set forth in this subsection, may be adopted by reference to satisfy these requirements, except that to the extent any of the substantive requirements of this subsection are not addressed, or are inadequately addressed, in the referenced natural hazard mitigation plan, a county or city must supplement the natural hazard mitigation plan accordingly so that the adopted resiliency subelement complies fully with the substantive requirements of this subsection.

If a county or city intends to adopt by reference a federal emergency management agency natural hazard mitigation plan in order to meet all or part of the substantive requirements set forth in this subsection, and the most recently adopted federal emergency Code management agency natural hazard mitigation plan does not comply with the requirements of this subsection, the Department of Commerce may grant the county or city an extension of time in which to submit a natural hazard mitigation plan.