

From: jfr@q.com
To: [PlanningCommission](#)
Subject: Affordable Housing - Informing Residents
Date: Thursday, September 15, 2022 3:22:08 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 Planning Commissioners.

During the Public Hearing Meeting last night, a question was asked about what was done in advance of the meeting so that there was a good public turnout.

Personally, I learned about the meeting and the Affordable Housing Strategy via a letter that was sent by U.S. Mail to my home. The topic, the map that was included in the mailing, and that the meeting was open to public for oral comments prompted me to put the meeting on my calendar to participate.

Best Regards,

Jane

Jane Rasmussen

205 140th Ave NE

From: [Janet Zielasko](#)
To: [PlanningCommission](#)
Subject: Feedback
Date: Friday, September 16, 2022 9:32:57 PM

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

I attended this past Wednesday evening public hearing on the proposed Action C-1 Phase Comprehensive Plan Amendment. As a result, I have some additional questions and comments to share.

- *What would be the process/procedure if a church was approved for affordable housing development and the church closed down after the housing was developed?
- *Who will pay for the additional services needed (fire, police, schooling) in order to safely expand additional housing at the local approved churches?
- *Good property management requires certain skill sets....how and where will churches have the opportunity to develop these necessary skills?
- *Can a new church group purchase property and then be immediately eligible to be approved for building affordable housing?
- *Does affordable housing only mean apartments or would it also include individual homes for purchase and investment by low income families?

Finally, many of the Planning Commission members were surprised and pleased to see so many community members in attendance at the Public Hearing this past Wednesday. In regards to strategy ideas to maintain high community member attendance, I would suggest remembering that most community members are not familiar with all the acronyms that are frequently used (ie., CPA, LUCA, SEPA, etc.), nor all the steps to make city-wide changes. Publicize the questions and responses that do come your way from the community and keep communication simple. Through continual efforts to find avenues to encourage community participation, the community at large will benefit.

Thank you.
Janet Zielasko
10501 SE 10th Ct.
Bellevue, Wa 98004.

From: [M.David Meyer](#)
To: [PlanningCommission](#)
Cc: [Rousseau, Gwen](#)
Subject: Questions from the media for Thara Johnson and/or Gwen Rousseau
Date: Monday, September 19, 2022 2:26:41 PM

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

Dear Thara,

I'm a reporter for Northwest Asian Weekly doing an article about the (potential) sale of the Holy Cross Luthern church near Newport High School and reportedly the plan to build affordable or multi-family housing on the site.

As you may know, community members have concerns.

I apologize for the short notice, but my deadline is Tuesday at 5 p.m.

Would you, please, be willing to offer comment on the following?

- 1.) Has the land there sold?
- 2.) Is the buyer Habitat for Humanity? Or who?
- 3.) What are the city's plans for it?
- 4.) Some community members say the city seems to lack an overall plan and is letting the location of such development be determined simply by where existing religious organizations own land without other considerations.

Would you, please, comment on this?

- 5.) Some community members say outreach was not done in a way that makes it accessible to diverse communities.

Would you, please, comment on this?

- 6.) Some community members say that their property taxes have doubled over the past 10 years and last year increased 41% -- they feel they are being exploited and worry this is another exploitative measure to benefit developers in the name of doing charitable acts.

Would you, please, comment on this?

- 7.) Some community members fear that this community, which is mostly Chinese, was chosen as a place within Bellevue to initiate such projects because the belief is it will be easier to start with the Chinese, since they have less power, or may be less prone to take action.

Would you, please, comment on this?

Thank you, and again my deadline is Tuesday at 5 p.m.

With warm regards,

Mahlon Meyer, Ph.D.

Reporter

Northwest Asian Weekly

206-261-8994

<https://muckrack.com/mahlon-meyer/portfolio>

<https://www.huffpost.com/author/mahlon-meyer>

<https://www.newsweek.com/authors/mahlon-meyer>

<https://press.uchicago.edu/ucp/books/book/distributed/R/bo37856358.html>

From: [M.David Meyer](#)
To: [PlanningCommission](#); [Rousseau, Gwen](#)
Subject: follow-up clarifications
Date: Monday, September 19, 2022 4:40:08 PM

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

Dear Thara and Gwenn,

Please accept a follow-up email after I have been able to locate the materials from the hearing on 9/14.

I'm just seeking some clarification here?

A.) Has the Planning Commission actually made the recommendation to the City Council that it adopt the Affordable Housing Strategy Action C-1 Phase 2 (22-105258 AC) amendment to the Comprehensive Plan?

B.) Would you, please, be willing to clarify why non-profit (religious) institutions are being approached with this offer? Someone said the concern is that it will serve to drive religion out of Bellevue?

Again, I apologize for the short notice, but if you would, would you please be willing to get back to me before my deadline of Tuesday evening?

Thank you!

With warm regards,

Mahlon Meyer, Ph.D.
Reporter
Northwest Asian Weekly
206-261-8994

<https://muckrack.com/mahlon-meyer/portfolio>

<https://www.huffpost.com/author/mahlon-meyer>

<https://www.newsweek.com/authors/mahlon-meyer>

<https://press.uchicago.edu/ucp/books/book/distributed/R/bo37856358.html>

From: [Rousseau, Gwen](#)
To: [M.David Meyer](#); [PlanningCommission](#)
Cc: [DeGrand, Michelle](#)
Subject: RE: follow-up clarifications
Date: Monday, September 19, 2022 4:46:47 PM

Hello David,

We will work with staff in our public information office to reply to your comments prior to your deadline.

Thanks,
Gwen

From: M.David Meyer <mayilong@uw.edu>
Sent: Monday, September 19, 2022 4:40 PM
To: PlanningCommission <PlanningCommission@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>
Subject: follow-up clarifications

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

Dear Thara and Gwenn,

Please accept a follow-up email after I have been able to locate the materials from the hearing on 9/14.

I'm just seeking some clarification here?

A.) Has the Planning Commission actually made the recommendation to the City Council that it adopt the Affordable Housing Strategy Action C-1 Phase 2 (22-105258 AC) amendment to the Comprehensive Plan?

B.) Would you, please, be willing to clarify why non-profit (religious) institutions are being approached with this offer? Someone said the concern is that it will serve to drive religion out of Bellevue?

Again, I apologize for the short notice, but if you would, would you please be willing to get back to me before my deadline of Tuesday evening?

Thank you!

With warm regards,

Mahlon Meyer, Ph.D.

Reporter

Northwest Asian Weekly

206-261-8994

<https://muckrack.com/mahlon-meyer/portfolio>

<https://www.huffpost.com/author/mahlon-meyer>

<https://www.newsweek.com/authors/mahlon-meyer>

<https://press.uchicago.edu/ucp/books/book/distributed/R/bo37856358.html>

From: [M.David Meyer](#)
To: [Rousseau, Gwen](#)
Cc: [PlanningCommission](#); [DeGrand, Michelle](#)
Subject: Re: follow-up clarifications
Date: Monday, September 19, 2022 4:49:38 PM

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

Dear Gwen,

Extremely grateful!

With warm regards,

M. David Meyer, Ph.D.
Reporter
Northwest Asian Weekly
206-261-8994

<https://muckrack.com/mahlon-meyer/portfolio>

<https://www.huffpost.com/author/mahlon-meyer>

<https://www.newsweek.com/authors/mahlon-meyer>

<https://press.uchicago.edu/ucp/books/book/distributed/R/bo37856358.html>

On Mon, Sep 19, 2022 at 4:46 PM Rousseau, Gwen <GRousseau@bellevuewa.gov> wrote:

Hello David,

We will work with staff in our public information office to reply to your comments prior to your deadline.

Thanks,

Gwen

From: M.David Meyer <mayilong@uw.edu>

Sent: Monday, September 19, 2022 4:40 PM

To: PlanningCommission <PlanningCommission@bellevuewa.gov>; Rousseau, Gwen <GRousseau@bellevuewa.gov>

Subject: follow-up clarifications

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

Dear Thara and Gwenn,

Please accept a follow-up email after I have been able to locate the materials from the hearing on 9/14.

I'm just seeking some clarification here?

A.) Has the Planning Commission actually made the recommendation to the City Council that it adopt the Affordable Housing Strategy Action C-1 Phase 2 (22-105258 AC) amendment to the Comprehensive Plan?

B.) Would you, please, be willing to clarify why non-profit (religious) institutions are being approached with this offer? Someone said the concern is that it will serve to drive religion out of Bellevue?

Again, I apologize for the short notice, but if you would, would you please be willing to get back to me before my deadline of Tuesday evening?

Thank you!

With warm regards,

Mahlon Meyer, Ph.D.

Reporter

Northwest Asian Weekly

206-261-8994

<https://muckrack.com/mahlon-meyer/portfolio> [gcc02.safelinks.protection.outlook.com]

<https://www.huffpost.com/author/mahlon-meyer>
[gcc02.safelinks.protection.outlook.com]

<https://www.newsweek.com/authors/mahlon-meyer>
[gcc02.safelinks.protection.outlook.com]

<https://press.uchicago.edu/ucp/books/book/distributed/R/bo37856358.html>
[gcc02.safelinks.protection.outlook.com]

From: [Clifford Cawthon](#)
To: [PlanningCommission](#)
Subject: RE: Register to speak at Commission Hearing
Date: Wednesday, September 21, 2022 11:49:19 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,

My name is Cliff Cawthon. I'm the Advocacy and Policy Manager with Habitat for Humanity Seattle- King and Kittitas Counties.

I would like to register to speak at tonight's hearing. The form seems to be disabled, can you send me the link to register or can I submit my information via email?

I've attached a screenshot of the page.

Best,

Cliff

in which they signed up. Speakers will be allowed to speak for three minutes. Additional time will not be allowed unless the Chair or a majority of the Commission determines to allow additional time.

If you are experiencing technical issues with this form and are unable to register, please contact the Planning Commission by phone at (425) 452-4087 or by email at PlanningCommission@bellevuewa.gov.

Fields with a red asterisk are required.

- ✓ This form is currently unavailable.
Please try again once the agenda has been published.

September 14, 2022

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

Re: Curb Management - Comprehensive Plan Amendments

Dear Chair Ferris and Planning Commission Members:

On behalf of the Bellevue Downtown Association (BDA), I'm writing to convey the BDA Transportation Committee's input regarding the proposed amendments to the Comprehensive Plan that support the Curb Management Plan under development at the Bellevue Transportation Commission level.

On Work to Date:

We have tracked the city's process to develop a Curb Management Plan from the very beginning and participated in the City-hosted stakeholder workshop session in March. The BDA's work to date includes 6 BDA Transportation Committee meetings, 1 BDA Board of Directors check-in, and 2 walking tours. Upcoming work includes finalizing a position on the proposed pricing components, reviewing the proposed curb typology in October, and adopting a position statement on the final draft Curb Management Plan. How we manage curb space has elevated as a key issue over the past 5 year for our members who have observed an increase in curb space issues related to safety, congestion, access, and livability. *See the attachment for more details about the BDA's work.*

On the Proposed Transportation Elements:

We support a Comprehensive Plan update that supports a Curb Management Plan that successfully organizes use of the curb to efficiently move people and goods. The proposed transportation elements lay the policy groundwork to adopt an effective plan with actions that solve curb space challenges. It's vital to adopt the Comprehensive Plan amendments this year so the Curb Management Plan can be completed timely and available to use.

The following comments are based on the BDA Transportation Committee's April and May review of the transportation elements and checked by the BDA Board of Directors in July.

- 1) Support timely adoption of the Comprehensive Plan amendments necessary to enable a Curb Management Plan. Over this past year, regimented steps have been taken to source community input and develop components that make up the Curb Management Plan. Adopting the transportation elements are a key step to advancing the work and maintaining momentum built over this past year.
- 2) Advance the 7 new elements to lay the groundwork. We acknowledge there may be concerns about adopting Comprehensive Plan policies that allow the City to dedicate areas and create zones for specific

uses, but we also acknowledge that these new transportation elements only establish the policy basis to support the City's future work, such as actions and recommendations in the Curb Management Plan which will allow uses where it makes sense and prohibit uses where it doesn't.

- 3) Re: TR-139, update the policy language to clarify whether electric vehicle charging stations will be a requirement or incentive in the development review process. We recommend changing "add" to "incentivize" then including it on the list of [Green Building Incentives](#). The BDA supports initiatives to expand EV stations in Downtown; however, requiring permanent installations on the curb goes against our position to support adaptability.
- 4) Add a transportation element that supports future public-private partnerships when managing curb space. As an example, The Spring District was developed with a mix of public and private right-of-way (ROW), and enforcement responsibilities have been split between the public and private sectors. A consistent approach to enforcing curb spaces across both public and private ROW will help streamline management strategies and improve public awareness through shared practices. If The Spring District is a model, future buildout of the Bel-Red and Wilburton block systems may also include privately-owned right-of-way. Adding this element would be a proactive step in anticipation of future development.
- 5) As an administrative effort and not a policy update, we encourage the city to review the process for how curbside amenities are currently weighed during the project's design stage and clarify how the Curb Management Plan will inform or update future design requirements. The Downtown land use code update in 2017 does not account for new curb uses that emerged after its adoption. Emerging uses are challenging how use curb space faster than we can update code, so we urge the city to find a solution that improves the relationship between design requirements and changing realities. This outcome will improve communication and expectations between private developers and City staff during the design review process.

Many cities around the country are either undergoing the process to adopt or have curb management plans. It's critical that Bellevue adopt a curb management plan to manage growth and remain competitive. We support the City's effort to develop a Curb Management Plan and remain available to help when needed.

Thank you for your leadership, time, and attention.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Jack", with a long horizontal line extending to the right.

Matt Jack

Director of Public Policy
BDA



BDA TRANSPORTATION COMMITTEE

ADVOCACY PACKAGE: CURB MANAGEMENT PLAN

**Experts Prepared for Bellevue Planning Commission Public Hearing
September 14, 2022**

ABOUT ADVOCACY PACKAGE

This living document reflects the committee's work and agreed-upon points regarding the [Curb Management Plan](#) under development in the City of Bellevue. Its purpose is to organize work, inform the BDA Board, and serve as the foundation for future advocacy efforts.

BDA Transportation Committee members last gathered on August 11 to review the pros and cons the proposed [curb pricing components](#) as an addition of the for the Curb Management Plan.

2022 BDA Transportation Committee Work on Curb Management Plan

Feb 16	City staff introduction to Curb Management Plan; member discussion
Mar 16	Identify message points to Bellevue curb workshop questions – <i>input collected</i>
Mar 18	BDA Leadership and staff voice message points at Bellevue workshop session
Mar 30	Grand Connection walking tour
Apr 20	City staff progress update on Curb Management Plan – <i>input collected</i>
May 25	City staff presentation of curb policy updates – <i>check consensus on work to date</i>
Jul 19	BDA Board check-in on committee progress and work
Jul 20	City staff presentation on curb pricing principles and strategies
Aug 11	Committee work session: curb pricing framework pros & cons

DRAFT BDA COMMITTEE POSITION

Contents reflect BDA Transportation Committee member input since February 16.

The BDA supports the City's initiative to develop a Curb Management Plan that establishes new policies and guidelines on how curb areas should be designed, maintained, and operated over time. Implementing a plan that increases accessibility and efficiency to deliver of goods and movement of people through curbside management is consistent with the [BDA Downtown Access Strategy](#).

Endorsed Management Tools:

BDA members have identified procedures, resources, and investments to implement and maintain a functional curb management plan, including:



Enforcement and administrative personnel and private sector protocols on how to intervene. A successful management plan that prioritizes uses based on curb typologies requires day-to-day monitoring for swiftly resolving issues.



Regular feedback loop between the public and private sectors for adjusting management needs. The management plan needs to be nimble to be relevant, as demonstrated by the recent increase in new curb uses driven by emerging technology.



Playbook for how to manage and activate curb spaces. This tool would include a map of curb uses, guide for resolving issues, and steps to support public-private collaboration to activate spaces.



Support approaches for enforcing privately-owned street curb spaces. Assist private properties with clear and consistent protocols and resources for how to interact with infractions.



Connect with businesses operating curbside deliveries and pick ups. Communicate with operators to establish expectations with drivers.



Curbside zones for types of uses. Dedicate areas for curbside uses to ensure reliability and reduce disruption caused by competition.



Publish right-of-way map and information. Sharing details about the curbside right-of-way area will reduce time and costs for project planning and support stronger public-private partnerships to activate spaces and improve accessibility through placemaking.



Schedule recurring audits of curb spaces and uses. Maintaining an accurate inventory of the curb spaces and uses allows public and private sectors proactively prepare for changes or address emerging issues. Annual analysis preferred if resources allow.

Objectives for a Successful Curb Management Plan:

The list reflects BDA member input regarding desired outcomes when reviewing the City's ongoing work to develop a curb management plan.

1. Safe and efficient movement of people to and from the curbside with special care to protect pedestrians and other vulnerable users.
2. Better walking experience with improved connectivity to places and amenities that increase comfort.
3. Biophilic urban design to separate pedestrians from vehicles and other curb conflicts.
4. Quicker vehicle curbside turnover time to reduce the queue lengths and congestion impacts.
5. Increase visits to street-level commercial businesses by reducing on-street parking times.
6. Space for all modes to interact with the curbside without impeding throughput.
7. Partnership and alignment between the City, property managers, and tenants.
8. More vibrant and appealing access experience to restaurants, retail, and open spaces.

9. Enforcement personnel, resources, and infrastructure to resolve issues and deter infractions.
10. Resources and permitting support to activate underutilized public spaces.
11. Maintains schedules for transit, private shuttles, and school buses.
12. Serves the demand for TNCs, freight and e-commerce without disrupting traffic.
13. Dedicated curb spaces for single-ordered delivery and pick ups.
14. Clear wayfinding for all modes, including dedicated spaces for special curb uses.
15. Trash, recycle, and compost receptacles regularly maintained to avoid waste spillover.

Support Guidelines Based on Curb Typology & Prioritization:

BDA Staff Note: The City's draft curb typology & prioritization framework will be released in Oct 2022.

Guidelines should be consistently applied for each class of curb typology across the management areas to ensure broad participation. Urban elements to be factored into the curb typology include:

- Sidewalks and pedestrian corridors
- Street level commercial and open spaces
- Residential garages
- Streetside parking
- Emergency – fire stations, hospitals
- Transit and shuttle stops
- Bike facilities
- Peak and off-period traffic
- Private and public open spaces
- Parking garages
- Street dining
- Valet parking

Curb typology should account for use predictability to help inform space management and dedication of resources. Predictable uses rely on scheduling, semi-predictable uses can be tracked via data or work off unreliable schedules, and difficult to predict uses by single-ordered deliveries or pick ups.

Predictable	Semi-predictable	Difficult to predict
Transit	Pedestrian activity	Transportation Network Companies (TNC)
Shuttles	Vehicular activity	Food delivery
Events	Bicycle Activity	Ecommerce delivery
School buses	Construction	Freight delivery
Dumpster pickup		

Support Dedicated Curbside Zones for Difficult to Predict Uses:

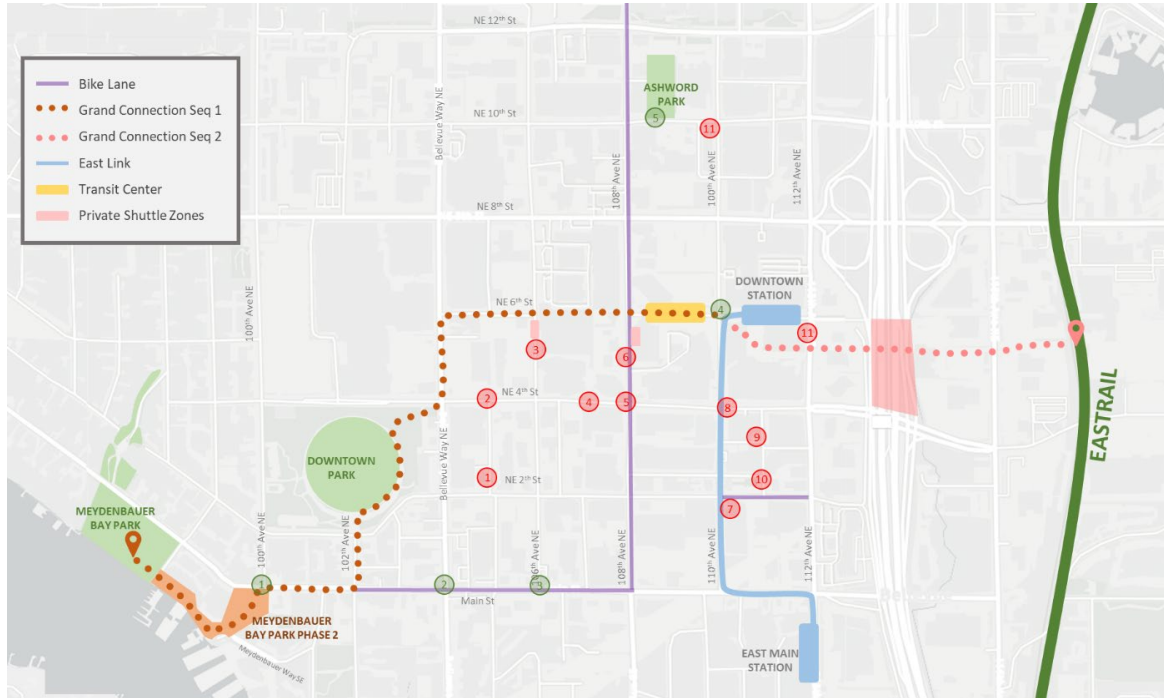
Dedicating areas for difficult to predict uses creates reliability and helps channel those uses away from competitive areas. For dedicated zones to work, business operators need to communicate expectations with their employees or contractors. Wayfinding will be necessary to guide drivers and enforcement will be needed to correct normalized misbehaviors.

Support Adaptability:

A management plan needs to be adaptable to serve future curb use demands and trends. Including a review process for updating curb typology and guidelines to accommodate viable new uses will keep Bellevue competitive and proactive in managing disruption. Micromobility, automated vehicles trips/services, and autonomous delivery bots have been identified as possible future uses.

Map Markup – Curb Issues and Opportunities

Real examples provided by BDA members to reference when needed.



Curb Issues

1. No sidewalk on west side of NE 2nd St – pedestrian safety issue.
2. Busy throughput with parking access and freight deliveries
3. Crowded shuttle stop; waste spillover
4. Narrow/limited alleyway capacity
5. Northeast curb corner discomfort
6. Freight unloading in medium of 106th Ave NE; bus area with shuttle stop, transit, Grand Connection, and bike facilities
7. Bike share ends, disconnected and only serves two blocks
8. Access issues to parking garages from NE 4th to Transit Station, including City Hall; walkability impacted
9. No sidewalk on west side of 111th Ave NE; little separation for the on-street parking
10. Sidewalk on west side of 111th Ave NE distinguished by pylons only
11. School bus pick up / drop off zone – no signage or protection
12. Permit issue for developing street-level space to support outdoor café design

Curb Opportunities

1. Meydenbauer Bay Park grand entrance
2. Main Street grand entrance; extend Main Street pedestrian design -improve westbound bike facility experience with other competing uses
3. Extend Main Street bike facility eastbound bike facility experience with other competing uses
4. Intersection between Transit Center and Downtown Station
5. Ashwood Park grand entrance, greater potential for activation and connectivity