

Phase 3: Key Policy Move Community Comments

Land Use

Which of these policy moves sound good to you, and what makes you say that?

Engaging Bellevue Survey Responses

- Growth, housing growth, business growth, and creation of art center as those bring business and activities. I want Bellevue to be a dynamic night life city with tax revenue that comes from businesses and culture. A mini London.
- I question is on the neighborhood mixed use centers. What type of mixed use would be supported by the demographics? I would not recommend chain stores like 7/11 or McDonald's, but business that meet the living needs of the community. Such as a bakery, hardware, local restaurants, barber, dry cleaning and drugstore. "
- Policy making should always be done with two overarching themes in mind. Increasing residential density while concurrently, building community and neighborhood. Any zoning needs emphasis to allow for these and are to be encouraged and welcomed.
- Update to existing policy to support development of compact, livable, and walkable mixed-use centers in BelRed, East Main, Wilburton, Crossroads, Factoria, and Eastgate.
- EIS and land use, planning policy, zoning.
- Mixed Use and Neighborhood Centers - the idea of being in a walkable area to activities would be ideal or having access to quicker public transit
- All three are in alignment with my wishes to see this city grow. The development over the last 10 years, with the exception of downtown, seemed to hold these visions as possibly rather than necessary.
- 1. The arts emphasis; act like you're a city, Bellevue, and cool it with the orcas everywhere. The sculpture there at the corner entrance to Downtown Park is great — more pieces that are actual art. 2. The mixed use development at Factoria, Wilburton, etc.
- "Policy to focus most of residential growth in the commercial growth and in mixed-used centers (BelRed, East Main, Wilburton, Crossroads, Factoria, and Eastgate) in addition to Downtown. Maintain the neighborhoods and focus on mixed-use growth in the growth corridors. Keep the tree canopies in the neighborhood areas, especially in areas where there are critical areas and wildlife. And Policy to promote the protection of day care, schools, hospitals, assisted living and other similar facilities by minimizing exposure to air pollution"
- equitable

- New policy to plan for housing growth that supports a variety of housing types and choices that meet the needs of the community, above and beyond the expansion of growth in mixed-use centers. Concentrating growth in those limited areas is short-sighted. Go bold, provide more opportunities for multifamily and affordable housing.
- While all sound good, I especially like the following for Eastgate: -Support establishment of new Neighborhood Centers, -Encourage a wide range of transportation options to these (walk, bike) -Support development of livable, walkable mixed use in Eastgate Why? We chose to settle down in Eastgate because of the walkable access to shopping, restaurants, and the library. Unfortunately, a number of these walkable, bikeable retail spaces are now at risk to become an Auto Row. Given the inevitability of increasing density throughout both the residential and commercial areas of the neighborhood, redevelopment that highly prioritizes Neighbor Centers & livable, walkable mixed use centers will be a huge boon to the all the nearby residents. (In this context, ""liveable"" should include good natural light, by siting and by design.)
- Need better Access to commercial areas with grocery stores, banks and cafes using sidewalks or bike paths. Currently, I cannot walk safely from my house to a grocery store because of lack if safe sidewalks. I pay extremely high property tax and I have no sidewalk to use.
- Growth
- I agree that in addition to BelRed, Wilburton that Crossroads, Eastgate, Factoria should see increased mixed use densities.
- Good to focus growth in designated areas.
- Walkability and mixed use centers
- Housing is of course needed, but we need family housing, not more apartments. What about townhouses or attached row homes with small yards that appeal to families with children who want the Bellevue schools?
- New policy to add growth to downtown, Bel-Red, Wilburton, etc. I believe we should push further for more support for higher density especially next to train stations. 8 stories is good but next to frequent transit there should be 16 stories not to short sell the land and also to add more utilization to the new transit coming into town.
- Access to parks, pedestrian and bicycle safety.
- These all sound good, but are they really new? I thought this was already the policy: -New policy to focus most of residential and commercial growth in mixed-used centers (BelRed, East Main, Wilburton, Crossroads, Factoria, and Eastgate) in addition to Downtown. -New policy to plan for housing growth that supports a variety of housing types and choices that meet the needs of the community. - Update to existing policy to support walkable neighborhoods near major transit stations that include a mix of retail, housing, office, and other uses.

- Mixed use neighborhoods with access to public transit and protected bike lanes are important for developing a city that is equitable for everyone.
- all of the above
- Equitable Development and Mixed Use and Neighborhood Centers. Areas such as Factoria, Crossroads and Eastgate already have terrible traffic. Roads need to be widened and traffic flow improved when adding housing. The BV roads are the same as when I moved here in 1987.
- Growth, affordable housing for people who work regular jobs in the city
- Do not like what has happened to Bellevue downtown, too many highrise buildings, no sunshine in the city, it is becoming a small NY. We don't need to cover every area in Bellevue.
- None.
- Neighborhood centers. More walkable areas. Increase low income housing. Build more parks.
- Easy access to services such as grocery stores, daycare centers, transportation is important. I understand that more density may occur, and that would be most acceptable to me if the tradeoff is preserving undeveloped areas and wetlands such as along 148th between main and NE 8th, and along the Lake Hills connector
- Continuing to focus growth around transit seems like a good policy with all areas having a mix of housing types and choices.
- Mixed used
- All of the above. They make good sense.
- no more homeless shelters in south Bellevue put them in spring district
- None look good to me, I would prefer the city do no planning, remove zoning laws and let the free market and private citizens decide what to do with private property
- All good.
- Every single one of these policies sounds fantastic. I feel like Bellevue is being held back by the fact it's a largely car dependant, over priced suburbia which affects the city's ability to grow and provide viable homes for younger generations.
- I like the policies that promote safe alternatives to driving and walkable neighborhoods.
- mixed-use is great! i would love to be able to walk to my grocery store.
- These sound like all the right things to be focusing on. I'm looking forward to the opportunity to have a DADU in my back yard, so I like the new housing growth policy. With the (eventual - I hope...) opening of Eastlink trains, I like that the City is planning to focus on "neighborhood center" development and organize transit to connect residential areas to them and, presumably, to the train.
- Focus growth in mixed use areas OTHER THAN DOWNTOWN. The downtown area has already seen way too much growth, demonstrated by empty office buildings, stalled high rise projects and slow selling condo projects.

- None of these sound good. They all sound like communism
- These are all important and good policy moves. Especially the ones focused on opening up More mixed Building types,
- All of them
- anything to reduce air pollution is good, but realize that not everyone can rollerblade or bike around the city. Cars are needed as an essential mode of transportation.
- Increase in mixed-use, walkable areas near transit. As best as I know, this is the only way to reduce car transit.
- Growth: Policy to plan for housing growth that supports a variety of housing types and choices that meet the needs of the community. - We need a variety of housing options to address shortages.
- I support these policies.
- Supporting growth of more single family housing.
- New policy to promote the protection of day care, schools, hospitals, assisted living and other similar facilities by minimizing exposure to air pollution. -
- More walkable, less car dependent in general. I want to park my car and not need to use it for a week. More public transport, make it easy to use. More bus lines and higher frequency.
- New policy to support the establishment of new Neighborhood Centers in the future. Engage the community to identify areas of the city that need additional services--we desperately need more neighborhood centers so that people can access services without getting in their car! Especially need attention to existing centers that don't provide the services that people NEED! I'm looking at you, Lake Hills Shopping center. Before the remodel it had useful stores. Now? It just feels like a wasteland with a library. 🤔
- These all look good to me, since they promote non-car transit, and allow for more people to live in the Bellevue area and contribute to the dynamism here.
- All are good.
- I think this is a good step forward, particularly in terms of "Mixed Use and Neighborhood Centers". Increases in development capacity will allow for more housing to be located near amenities and transportation. Moreover, it will allow for more housing types which, will be conducive for affordable housing.
- Growth and Mixed-Use and Neighborhood Centers, taking advantage of the mass transit hubs and increase housing density substantially, can have many benefits, increase the region's desperately needed housing supply, and increase the transit ridership, as a result, reduce the traffic jam and less carbon emission, therefore better environment.
- All are good. Need to increase density but without sacrificing green areas. Build up not out..

- Parks, pedestrian safety.
- Growth; New policy to focus most of residential and commercial growth in mixed-used centers (BelRed, East Main, Wilburton, Crossroads, Factoria, and Eastgate) in addition to Downtown. New policy to plan for housing growth that supports a variety of housing types and choices that meet the needs of the community. Update to existing policy to support walkable neighborhoods near major transit stations that include a mix of retail, housing, office, and other uses. Update to existing policy to encourage access to Neighborhood Centers that support a wide range of transportation options including walking, biking, rolling, and transit. Update to existing policy to support development of compact, livable, and walkable mixed-use centers in BelRed, East Main, Wilburton, Crossroads, Factoria, and Eastgate. . New policy to support equitable access to parks, pedestrian and bicycle safety, and other amenities in all neighborhoods. New policy to support the creation of arts and cultural amenities in the city. If people started walking in Bellevue maybe they'd think it had any personality
- Equitable development. These services attract young families and help to retain an older population. Neighborhood centers help promote community. Love this idea
- Equitable Development especially support for arts and cultural amenities. Needed to balance all the focus on tech development and sports. Arts and culture have equal value.
- Equitable development is good for all. Bike lanes in more places would be great. I see so many kids on e bikes and scooters with no helmets more sidewalks and bike lanes would at least make that less dangerous.
- Equitable development
- I support all of the new and updated policies enumerated above. Bellevue for too long has compartmentalized separately housing, retail, entertainment, and all other functions. I have to get in my car to do anything that's not in my backyard. Mixed use and neighborhood centers would reduce need for auto traffic and public transit. And we need MORE HOUSING.
- Growth. Increase in supply of housing and retail space will make Bellevue a more competitive market for everyone. We should focus on making the pie bigger rather than how we divide the pie. This will also reward those that are truly invested in living in Bellevue by making it cheaper to buy a house or start a business in the city.
- Update to existing policy to support development of compact, livable, and walkable mixed-use centers in BelRed, East Main, Wilburton, Crossroads, Factoria, and Eastgate. Update to existing policy to support walkable neighborhoods near major transit stations that include a mix of retail, housing, office, and other uses. I would love to be able to walk to more things. Live a mile east of Crossroads and about a mile from the new transit centers. It would be nice to have a more walkable area with amenities to walk to.

- Mixed Use and Neighborhood Centres - these places are lively, destinations, and reduce traffic by making amenities and required destinations nearby. If this is distributed among the city, it would further reduce car traffic from the suburbs into more dense locales as people would have more choices nearby.
- Growth, points 2 and 3; Mixed Use, points 2 and 3; Equitable Development, all three points. I like the focus on policies that will attract a variety of demographics.
- I support all of these policy moves to focus housing, employment and mixed-land uses next to transit corridors like the future 2 Line and RapidRide B. I do have one concern about the substantial jump in density around the at-grade segment of light rail around 130th Ave NE in section (6).
- The policy about protecting schools and daycares from pollution is good.
- Stop growth!
- Land use and housing are interrelated. The following land use policies are needed to underpin new and improved housing policies. These policies will enable: mixed use development so that goods and services are closer to where people live, more diverse housing types for Bellevue's diverse population, new neighborhood centers to focus services in the future, and transit-oriented growth that can support vibrant neighborhoods and thriving businesses. NEW "Policy to focus most of residential and commercial growth in mixed-used centers (BelRed, East Main, Wilburton, Crossroads, Factoria, and Eastgate) in addition to Downtown." NEW "Policy to plan for housing growth that supports a variety of housing types and choices that meet the needs of the community." NEW "Policy to support the establishment of new Neighborhood Centers in the future. Engage the community to identify areas of the city that need additional services." UPDATE "Existing policy to support walkable neighborhoods near major transit stations that include a mix of retail, housing, office, and other uses."
- With the exceptions of specific LU policies I have comments on in #6 below, the LU policies and policy moves seem fine. I don't understand why the city doesn't include ALL housing and workplaces in ""New policy to promote the protection of day care, schools, hospitals, assisted living and other similar facilities by minimizing exposure to air pollution."" Maybe all housing and workplaces are covered by the other new/updated LU policies that speak to air and noise pollution.
- Love lots of housing and equitable access. Want to make sure housing also doesn't get air pollution. Also love more arts and cultural amenities. And yay mixed use!
- Focus on pedestrian safety
- Focus most of residential and commercial growth in mixed-used centers will help to maintain the character of the neighbourhoods, and incentivize investment to concentrate in these areas. This will catalyse the livability of the Mixed-use centers by accelerating their build-out.

- A variety of housing types, walkable neighborhoods with mixed-use centers, Neighborhood Centers, and equitable access to amenities are all elements that I have supported and that many Bellevue residents we speak to are prioritizing to ensure more affordable housing is done in a way that is healthy and community-centered.
- Where is there a policy move to preserve zoning of single family residences in those areas which are now zoned for single family residences?
- All policies that Bellevue puts in place should all put the reduction of greenhouse gas emissions at the very start. Without mitigating climate change, there won't be a world for us to live in. These policies are slowly put in place and supposed to be well thought out. Then think of mitigating climate change in everything you do. Everything being build or made must have zero-emissions and/or help mitigate or reduce our GHG emissions.
- It is vital to have stricter housing regulations associated with climate change and mitigating greenhouse gases. New homes need to be net-zero and should require developers to incorporate technology like solar panels, heat pumps and electric stoves. Furthermore, there should be more regulations related to the size of new construction—we need to take steps to mitigate climate change and building brand new, ecologically inefficient homes is not the way to do that.
- Mixed Use and neighborhood centers contained in the growth corridor and not its surrounding neighborhood.
- Encouraging walkable development. However, need to recognize the limitations of weather and allow for parking and car access.
- Mixed Use neighborhood centers and transit that supports that. Living off Forest Drive for over 30 years I've seen our transit options stripped away. First regular service was reduced to DART and then that was taken away as well. The only service provided was a once a day for the high school commute to Newport High. We have no public transit option off Forest Drive. I envision Factoria redeveloped and a pedestrian friendly or free shuttle (like Bellhop) from Factoria to the South Bellevue light rail station with a transit option from Forest Drive to Factoria. We are stranded on Forest Drive without transit.
- Focus growth in mixed use neighborhood. More efficient.

Open House Responses

- It's great to hear the city is potentially increase FAR. But city needs to make it feasible for developers to build to such height. Without changes in code regarding parking and set back and height restriction, the cost to build is too expensive, thus making the FAR just an empty promise.
- Mixed use policy is positive. Wondering if a sample project/pioneer project could help community get comfortable.

- Strong anti-displacement for biz and residents
- I'm glad you are considering the poorest residents in your planning
- Love: 1) Encourage Mixed Use development (live, work, learn, shop, play), 2) Incentivize infrastructure that responds to unique site characteristics, 3) diverse range of residential and supportive uses in each neighborhood to create welcoming & inclusive neighborhoods, 4) more residential capacity, 5) more partnering & collaboration with other public agencies
- Esp. Love: Development of compact, livable, walkable mixed use clusters...Eastgate. Equitable support walkable neighborhoods near major transit (retail, housing, office, etc)
- I like plan to support compact livable & walkable areas & plan to minimize exposure to air pollution.
- Focus on walkability - a city with conveniences all close together. Live, work, study and play in one area. Access shopping and parks.
- Create neighborhood mixed use center for factoria & eastgate. Make it more pleasant to walk/bike to run errands in the area instead of driving. Also add arts & cultural facilities. And Also safe to walk while away from air and noise pollution. Yes to ADUs
- New areas of community service for Newport Hills! Really liked all key policy moves here.

Are there any policy ideas or considerations you think are missing?

Engaging Bellevue Survey Responses

- Bellevue needs to continue to provide diversity of housing densities that are contiguous.
- Yes. The city desperately needs to protect the tree canopy and plant more large trees to provide shade and habitat and heat mitigation. I sense the city (or utility companies working on public works projects) removes far more trees than necessary, and that codes aren't strict enough to stop developers from clearing land of precious trees.
- No
- Zoning to allow light-industrial/ multi-unit residential on the same parcel.
- When developing new areas, try not to get rid of the strip malls that house mom and pop operations for locals to do business with. Locals need and depend on these services. If you keep developing new housing in the new Neighborhood Centers, these businesses will move farther away, unless the City gives them the opportunity to come back after the development at a rent that is very close to what they now pay. Historically, when local pizza joints have to move, high end restaurants, etc. move in and locals can't afford them.

- Make the neighborhood centers nodes for housing. This will increase our housing availability and give residents more options.
- What is missing is a clear decision to make sure ALL OF BELLEVUE SHARES DENSITY AND GROWTH. What is missing is any impact on more expensive neighborhoods to share the burden of growth.
- Enhance ability to open businesses that operate at night. More land use that is mixed use: And more businesses at Lakemont instead of wild bushes of berries and jungle that's not usable.
- Considering bike Bellevue policies. I believe bike routes should be completely separate from roads. There needs to be a completely new system with its own road bed. Do not take away traffic lanes. Also, as a long term cyclist, when I wanted to get to places that were distances up to 1 mile or more I want to spin up to 25 mph and cruise. Stopping for crossings or slow movers defeats my commute, and I drive. The best trail has a fast pace lane wide enough for a pace line and passer. Then a wider lane for novices and family. To truly create a world class, and innovative bicycle program a system developed completely for the bicyclist is needed. All the existing proposals are incomplete and create other burdens on congestion, hazards with cars exiting from business and a narrow path for cyclists. I have not heard concerns about the auto exhaust. Imagine commuting along Bellred breathing hard at 25 mph the amount of exhaust from congested traffic. Bellred is enclosed on both sides by buildings and heavy foliage. So the air exchange is low and exhaust funneled how healthy is that?
- safety
- The large park & Ride garage should allow public use after the Sound Transit operation hours, so the taxpayer's money is not wasted and help resolve the parking demand. Simply put, City of Bellevue needs to negotiate with Sound Transit to get this agreement in place.
- No
- Walkability of the neighborhood is very good! Please enhance the safety and reduce the risks involved with careless drivers. I believe more traffic controls are needed, either physical barriers or enforcement of the current laws.
- Don't import problems from Seattle. Keep doing the little Bellhop buses.
- Prioritizing Bellevue residents.
- insurance that parking is adequately included in development plans
- Yes, you didn't mention anything about increasing opportunities for more affordable housing for all incomes in Equitable Development. That's a pretty huge error of omission.
- What about the new state laws hb1110 and hb1337? Why not include these changes now instead of waiting the required 6 mo after comp plan update.

- Streets are important part of urban centers, especially the high density areas. Scale of streets, scale of the urban blocks and height of the building all play crucial role. Smaller street grid, narrower streets, larger sidewalks for people sitting around and socializing are integral part of successful neighborhoods. Love to see city policy regarding the streetscape designs.
- Areas such as Eastgate with extremely limited walkable retail spaces should have stronger *requirements* for neighborhood-centered retail zoning. If the best, most walkable /bikable retail spaces are given a zoning pass to make way for more regionally- focused businesses like appliances or auto sales, this sends nearby neighborhood residents to their cars.... As an Eastgate resident, once I'm in my car, it's 5 minutes to cozy, welcoming Issaquah for unique restaurants, coffee shops, and handy groceries and other shopping, all with a walkable leafy vibe. The Eastgate area zoning needs to compete on this front if the above stated policy goals are to be accomplished.
- Surprised there is no mention to Keep Bellevue a Very Safe place to live & work
- I think that in addition to mixed use neighborhoods, higher density development (mixed use, 6 stories) should be encouraged at major intersections, such as Main Street and 148th.
- Please ensure that downtown growth does not negatively impact adjoining neighborhoods such as West Bellevue.
- We place too much emphasis on biking and public transit. I love the free rides in downtown Bellevue and think this is a better model for Bellevue residents and how it's used.
- I believe we could see more transit center utilization such as south Bellevue. I understand the care for your neighborhood like the one near the station however I don't believe that those few should out way the needs of the manu especially being a prime location for infill right next to a light rail station. I think more aggressive verbage in what we want for areas near frequent transit is necessary for utilization and eventual expansion.
- Protection for urban / residential tree canopy. Residential and commercial development clear cut lots, maximizes building and pavement. Cities regularly lose 40+ year old trees. New development goes up next to failing, decrepit 50% vacant strip malls...
- A policy for protection of traditional single family neighborhoods.
- More public transit such as street cars. Car ownership help lower class down by making it essential to use expensive cars to be an active member of society. Also better architecture. There is a reason people want to live in the brown stones of NY and not in the cookie cutter apartments of the tech run PNW
- reduce parking minimums; remove speed bumps, which increase noise and air pollution

- Call out housing that would be affordable to those of us who work there, but can't afford to live there (BSD employee, here).
- Limit on the rent rate growth
- You are not thinking about the citizens, only growth, but with growth comes more problems like crime.
- The consideration of people, we don't want a cement city
- We have too much multi family housing and not enough single family housing, yet you focus on the wrong one.
- I would like to see a stronger statement committing to preserving open space and habitat to back up "city in a park" claim
- I would like to see a little more mention of open space, greenery, activity areas as part of the planning policies.
- Please enforce the laws to reduce crimes and thefts. It is feeling more unsafe even going to do grocery shopping in neighborhood centers.
- (A) The housing growth policy needs to explicitly emphasize a significant increase in the percentage of affordable housing. Furthermore, new affordable housing needs to be built in locations that are at least 500 feet distant from freeways and major thoroughfares, just like is prescribed above for day care, schools, hospitals and assisted living facilities. (B) As population increases with added housing the park land square feet per capital ratio must be maintained. Accordingly, at the time of permitting that would require developers to make a prescribed contribution to the cost of purchase and development of new park land. (C) As growth continues, tree canopy becomes increasingly important to curtail existing and new heat island effects. Land use policy should require preservation of existing shade trees, as well as require planting of new trees to shade any new paved driveways and parking areas. (D) No fossil fueled space heating or water heating equipment should be allowed in any new buildings, or in any major renovation. (E) There should be no minimum parking stall requirements. (F) Any new parking stalls must be equipped with EV charging hookup capacity, including sufficient electrical panel sizing to accommodate charging at all spaces, and electric conduit runs from the panel sufficient to service future EV charging stations at all parking stalls. (G) Public transit system access and trip frequency must be increased with growth. Accordingly, at the time of permitting, housing developers should be required to contribute to a public transit system growth fund managed by the city.
- traffic management in increase growth areas plan for homeless people trespassed from shelters beside camping or hanging around area.
- Yes, limiting city interference with development.
- Include access to mixed use commercial. For example, businesses in Eastgate near little john's.

- Do we really have to design around cars and free parking so much? I feel like our city is a lot of suburbia and empty parking lots.
- □ For this policy: "New policy to promote the protection of day care, schools, hospitals, assisted living and other similar facilities by minimizing exposure to air pollution." □ The policy move is good, yet it leaves out a major sensitive use - housing, and especially affordable housing. It also does not specifically identify freeways as a source of air pollution.
- Where's the affordable housing construction incentive policy? I'd like to see the City donate surplus land to the County, advocate with the state for more housing construction, stop letting a few NIMBYs block or slow down (and increase the cost of) homeless shelter construction. The housing crisis is so profound, it's hard for people to stay in their neighborhoods. I'm glad we're increasing density, that should help, but we need to be more proactive and the lower ends of the market - 0-60% AMI.
- Yes. Put a moratorium on downtown high rise construction.
- Zoning rules that separate residential areas from commercial areas are harmful in the extreme. Zoning and building regulations should be loosened to allow shops, stores, home businesses, and small eating establishments in all areas. This would reduce car use. Parking requirements should be eliminated, to encourage walking and biking. Conservatives hate regulations, and liberals love walkability. So this change should please everyone.
- Respect for private property and the constitution
- Policies that allow Medium density buildings, And eliminating set back limits parking Minimums and lot restrictions would help allow More affordable housing and community centered Neighborhoods to form .
- Stop building massive apartment buildings that fill the entire site with a box that does not provide open space, parking or public use
- Equitable Development policy to promote the protection of day care, schools, hospitals, assisted living and other similar facilities by minimizing exposure to air pollution. - This should also include affordable housing, and should identify freeways as a source of air and soil pollution.
- Future transit corridors should be planned out now so that centers have higher density can be well connected in the future. Please allow for the development of more mixed use and missing middle housing throughout the city, as this will reduce transit bottlenecks and increase housing and economic opportunity much more broadly. It will also help to support active transit. Substantial areas of Bellevue are tied up in HOAs that restrict property rights and land value. Just as HOA limits on solar panels cannot override state law allowing them, HOA limits on single family homes (or architectural rules) should not be allowed to override city permitting allowing missing middle housing and mixed use.

- Remove regulations barring or limiting more growth of single family lots and shortplots. Allow more building in low quality critical areas.
- Need to work with City of Redmond to ensure that the Overlake and Crossroads areas are coherently re-developed
- Please establish a policy not to build housing (especially low income housing) within 500 feet of freeways. Get rid of harmful zoning restrictions that prevent small stores, eating establishments, and home business from being built in residential areas. Also get rid of parking requirements. These changes will improve walkability and lessen pollution and car-dependence.
- This is a good policy as far as it goes: it fails to identify the major hiway high-speed commuter (freeways) routes as major sources of air pollution.
- I would say that a policy to allow townhomes, rowhomes, and missing middle in suburban areas would be good at preserving the neighborhood characteristics while also increasing density at least two-fold.
- Under equitable development, the first new policy to protect daycare, schools, hospitals, etc. should include housing and specifically low income/affordable housing. Residential housing should not be allowed within 500 feet of any freeway. Pollution from these roadways can have major health and welfare impacts.
- An explicit statement on how these new neighborhood centers will leverage increased development capacity for public value in terms of affordable housing. The use of tools such as inclusionary zoning and F.A.R. bonuses will allow affordable housing to be built on-site. Furthermore, for equitable development, I think it is important to discuss how ensuring inclusive communities through eliminating exclusionary zoning patterns is critical.
- There should be minimal density allowed in TOD area, not the maximum, so it will penalize underutilized development, and encourage fully utilized the TOD land and meanwhile achieving better building quality. The low cost 6-7 Storey wood frame structure, for example is underutilized for the land, and sit there for long time, generally lower quality compared with Highrise concrete or mass timber buildings.
- You really need to establish a priority for maintaining green parks and retaining trees. Mass transit is absolutely vital.
- Deprioritizing motorists.
- affordable housing should be specified.
- Natural spaces need to be preserved and embedded. Tree cover and wild spaces must be considered in land use decisions, because we need bird song, shade, and some preservation of the natural landscape of this place for our mental health, if nothing else.
- More community activities. Loved the pride and dog parade and we need more things like that brining communities together.
- Protect trees and animals

- More light rail expansion, reduction in minimum parking requirements in new developments.
- Financial consolidation. I think the city of Bellevue should be laser focused on increasing revenue without increasing tax rates. This can be achieved through growth. We should not trade marginal short term quality of services for long term financial stability. Although this tough to do, I think it would serve the city well to focus on low hanging fruit to figure out what low cost services could drive the most revenue for the city.
- I would like to see Bellevue do what Redmond has done with requiring retail under all apartment buildings. Small coffee shops, restaurants would make the area feel friendlier. Also requiring some common areas like downtown Bellevue.
- Upgrade infrastructure - not just roads, bike lanes, transit which are already lacking - but also schools, hospitals, the infra to support a massive influx of people (power, water, sewage). Details are missing.
- Need to emphasize walking and biking as the "glue" that will connect people's lives to destinations, transit and other modes of transportation. Much of the areas designated for upzoning to higher density in the Eastmain-Wilburton-Belred corridor is currently hostile to those on foot and on bike. I believe the City of Bellevue has a "transportation concurrency" program to widen roads when there is new development, and when built, hinders progress towards livability and walkability. Worse, it incentivizes driving.
- Housing should also be protected from air and noise pollution. Housing near freeways needs to have significant mitigation to keep pollution away from residents, or the housing should not be located in those areas.
- No
- No
- Incentivize land uses that reduce carbon emissions. Prioritize carbon emission reduction incentives over others (bar affordable housing).
- It is not "equitable" development to exclude housing from the protections proposed for day cares, schools, hospitals, etc to minimize exposure to air pollution. Please ensure include residential housing in that group so that new housing that's built is HEALTHY housing. Bellevue is an incredible city that needs to lead into the future and not go backwards by creating housing that will put people's health at risk. We know that people of color, lower income people, elders, young children, and people with underlying health conditions will suffer as a result.
- Where is there a policy move to preserve zoning of single family residences in those areas which are now zoned for single family residences?
- ALL new construction should not allow for fossil fuels to be used to heat the air or water. ALL new construction should be wired for electric vehicle charging. ALL multi-family homes should be within a 10 minute walk of a bus stop (otherwise, you are

missing a great opportunity while forcing people with limited income to own a car and contribute to more air pollution and GHG). Public transit options, walking and biking should be a priority. Our buildings emit almost half our GHG emissions, but the city is failing to set policies in place to ensure all new construction is focused on eliminating GHG emissions. Instead, the city allows loads of more affordable houses to be torn down and replaced by giant mansions for a single family. How terrible that this is not only common, but is becoming more and more common in Bellevue. The city staff claim that affordable housing is a priority, but your actions are the opposite. This should not be allowed, but Bellevue is allowing teardown being replaced by huge homes all the time. Make your policies match your rhetoric - our kids and our future depend on Bellevue city staff focusing on mitigating climate change. Please make that your top priority in everything you do. Be bold. Be strong. Make change.

- There needs to be more regulations associated with new housing developments and construction. All new homes and buildings should be net-zero and incorporate technology like solar panels, heat pumps, and run off of renewable energy (not gas).
- The removal of trees.
- Ensuring good access by car to facilities and different areas in equity with other forms of transportation. Allowing people to choose their method of transportation without forcing the abandonment of the preferred method.
- Please do not destroy our lower height neighborhoods like Lochleven by allowing downtown height and density allowances. Keep the height and higher density in the downtown area and do not allow it to creep into functioning neighborhoods. There are several smaller apartment buildings and condominiums such as Bayside Place that are 3-5 stories that live across from single family homes. Allowing buildings with more height takes away views, sunlight access and changes the nature of a thriving and cherished community. Please increase density wisely. For example, the redevelopment of Factoria is a prime example of an area where density can increase wisely with commerce- similar to a Totem Lake development.
- Ensure transportation options are actually used. Avoid commercialization of housing (investor owned) that increases costs for everyone. Avoid the generalization that more housing always leads to affordable housing. Also, fee in lieu often doesn't create the affordable housing it should.

Open House Responses

- City should consider developing or allowing for congregation facility in addition to mixed use, commercial
- More trees, please, in Downtown Bellevue.
- The city should limit square footage of single family home to prevent out-of-character "McMansions".

- Avoid building high rises and avoid increasing the population density & increase in traffic.
- Promote more walkable neighborhoods.

What do you want the Planning Commissioners and the members of other boards and commissions to know as they discuss these policy moves and make their recommendations?

Engaging Bellevue Survey Responses

- Citizens generally like where they live because of good neighborhoods and like amenities and densities. This means do not divide up neighborhoods with mesh of densities.
- For Bellevue to be a vibrant and desirable city to live and work in, trees and the environment must be protected. This is even more urgent with climate change, with the need to build more (affordable) housing, and the need to protect those less affluent that are most likely to live in areas devoid of tree canopy and without a/c.
- Bikeable routes are appreciated
- must require developers to provide ample parking for residents...
- Feel free to contact me directly for ideas: 425-213-1060.
- People who have grown up in Bellevue are now find it difficult, if not impossible, to live here. That needs to be fixed ASAP.
- THIS IS NOT FAIR. ""New policy to focus most of residential and commercial growth in mixed-used centers (BelRed, East Main, Wilburton, Crossroads, Factoria, and Eastgate) in addition to Downtown."" ALL NEIGHBORHOODS SHOULD BEAR THE BRUNT OF THIS POLICY AND NOT JUST THE ONES YOU HAVE IDENTIFIED. NO MATTER HOW MANY OF US WENT TO THE PLANNING MEETINGS AND SPOKE ABOUT THIS, THIS MOST IMPORTANT IDEA HAS BEEN SYSTEMATICALLY AND DELIBERATELY IGNORED. ""New policy to plan for housing growth that supports a variety of housing types and choices that meet the needs of the community. Update to existing policy to support walkable neighborhoods near major transit stations that include a mix of retail, housing, office, and other uses"" ADD TRANSIT TO OTHER AREAS AND FORCE THEM TAKE A VARIETY OF HOUSING TYPES. YOU WILL WIPE OUT LAKE HILLS AND CROSSROAD SINGLE FAMILY HOUSING WITH THIS POLICY. I WANT ADUs ADDED ONE FOR ONE ACROSS ALL BELLEVUE NEIGHBORHOODS. I WANT MULTI-FAMILY HOUSING ADDED ONE FOR ONE IN SOMERSET, BRIDLE TRAILS ETC. I DON'T WANT TO LIVE IN THE FUTURE BELLEVUE THAT THE CITY STAFF (WHO DON'T LIVE HERE) HAVE DESIGNED. ALL NEIGHBORHOODS MUST PARTICIPATE OR THE PROMISE OF ""EQUITY"" IS A LIE. EQUITY MEANS LOWER INCOME FAMILIES IN SINGLE FAMILY HOMES IN PLACES LIKE CROSSROADS DON'T HAVE TO BE THE ONLY GROUP NEGATIVELY AFFECTED BY GROWTH WHILE THE RICH WITH VIEWS OR TREES ESCAPE IT.

- Please pay attention to Lakemont. No businesses, not enough activities and places to connect with the community and 15 min away from shopping.
- Unintended consequences.
- Look at the 'hard boundaries', especially around light rail stations and rather than arbitrarily pick a street or corridor look beyond to seek and encourage the two themes I have mentioned above.
- quite compacting neighborhoods
- Every time new policy being proposed, they needed to be tested by business community (especially landowners, developers, etc.) to see if the new policy make the redevelopment feasible, and efficiently using the land to provide sufficient housing. It has to be studied by third party to see it works.
- Residential growth should include more townhomes with fenced yards to accommodate dogs.
- Walking from the Eastgate neighborhood to Factoria is disjointed and risky with the aggressive driving habits of many individuals. There are many neighborhoods with the same situation. Please take care to evaluate primary routes. The community rock paths are the best! However, they don't get you to the end destination.
- Don't fuck it up.
- A 15-minute walkable city is a very short term plan and is inequitable. People who drive cars will be able to travel to other states and cities across of the entire state of Washington. The average person changes jobs 12 times in their lifetimes. People change their types of housing with different stages of their lives. It is unreasonable to consider a person working in one job in one city throughout their lifetimes.
- not all "development" is good.. preserve some of what makes the city unique
- More people work in Bellevue than can afford to live in Bellevue. It is neither healthy nor sustainable for the community. Our community already suffers because first responders, doctors, teachers, and first responders cant afford to live here. Do more to fix that problem by prioritizing affordable housing.
- Seems like an enormous number of apartments
- As a member of the Bel-Red community, I love to anticipate in the process and love to see the city using the best proven succesful urban experiences around the world to define our community's urban spaces, such as streets, buildings, open spaces, parks, and parking.
- Eastgate's unique physical characteristics* make the retail areas clustered around 148th/ 150th ESSENTIAL to successful ""compact, livable, and walkable mixed-use centers"" & Neighborhood Centers in this area. If these spaces don't serve the nearby residents, they will beheading East on the highway instead. *(split by I-90, most residents on the South end, pedestrian access to commercially zoned spaces to the North clustered around 148th, and limited commercial zoning on the South side)

- If the City becomes unsafe, none of these objectives and goals will matter much!!!
- Consider all intersections of major arterials for midrise mixed use development.
- Remember to get input from neighborhoods impacted by any proposed changes.
- People, animals and environment first! . Walkability and being close to stores, restaurants etc important.
- Compact, livable areas need to move away from so many apartment buildings with empty retail, it's nearly a blight at this point. Use higher end redevelopments like totem lake as a model for crossroads.
- Think of the future and let the data talk and not opinion.
- Protect the wild green spaces. It is nice to get a new park with grass and tiny trees...but the green belt hiking trails with mature trees cannot be replaced EVER.
- Planning Commissioners should not lose sight of the basics of city government. Many of the proposed policies involve city engagement in a wide range of activities that are hard to evaluate for effectiveness. We don't see in these sections policy proposals that highlight a safe, clean and efficient city. Don't let the city become distracted from what makes Bellevue a great place to live.
- I was born and raised in Bellevue and I had to move to Tacoma since I could not afford to live there. I have a college degree and am a Washington state trooper. It would be a very serious problem when the police, fire and teachers can no longer live in the cities they protect and serve. This is never talked about because the missing middle is rarely considered in wealthy cities like Bellevue.
- Stop the high rise buildings. Try to keep in mind Bellevue used to be a great city to live in, a bedroom city to Seattle, now it is almost like Seattle.
- Density is making Bellevue unlivable and ruining the quality of life that was the reason I moved here. Guess I'll have to move again.
- Make sure that new housing and families be responsible for schools to accept more students. Our property taxes are already sky high and the taxpayers should not carry the load. Developers should be required to
- Please listen to the people who live in the neighborhoods. Developers have only money as a motivation and will move on to other projects, with no consequences that result from effects of their actions
- Growth is change and all parts of the City should and will be impacted by it.
- Please consider parking and traffic issues.
- All of the above.
- safety at south belleveue park and ride. no camping or sleeping in bus stop shelters
- The less the planning commission does, the better everyone will be off. In fact, the planning commissioner should be eliminated
- I know there are a lot of older traditional homeowners and business owners who are quite outspoken about keeping belleveue "the way it used to be". They can't

possibly be representative of the younger workforce who drive our economy but don't have time to be involved in city planning issues.

- People want to walk and bike to businesses in Bellevue, but the infrastructure is very patchwork.
- i don't own a car and must rely on my own two legs to get places!
- I want good connections to the train. I hate the ugly McMansions that are replacing mid-century ramblers in Lake Hills and making one of Bellevue's last affordable single family neighborhoods unaffordable. It's changing the character of this two-income family neighborhood and will drive families out.
- I understand what you are trying to do but the city overall is big. Don't know if you've been out and about from about 4:00 to 6:30 during evening rush hour but it is very hard to get to the cleaners or grocery store or pharmacy or fast food restaurant even if they are close, because of commuter traffic. With all of the Microsoft and Amazon employees who hit the streets and don't live here it will be very difficult to get to one of the designated areas for commerce if you don't live close. In fact even if you live in Bel-Red, for example, about 7 floors up you are not going to be excited to walk 4 blocks to the grocery, dodging the light rail, and then walk home with your 3 bags of groceries. Therefore I think cars will continue to be ubiquitous and small retail malls will continue to be needed in areas throughout the city. And traffic lanes should not be removed or repurposed.
- Our government has become communist.
- The more policies and strategies we can implement from the "Strong Towns" movement the faster we will be able to build a financial solvent city. And a city with equitable, housing and transportation options.
- We do not want to prioritize density outside the high rise zone. Get a grip on how to create and expand neighborhood parks of small medium and large size. Keep every open space we have and expand on existing ones, like Bridle Trails State Park at every chance. This is an intergenerational obligation to our community
- if Mixed-Use housing means turning Bellevue into what Seattle has become, where neighborhood character has been destroyed by a haphazard collection of different building styles / sizes / uses, I would be personally opposed to this in my neighborhood.
- Thank you for your work.
- Please plan ahead for the active and public transit needs to and among higher density areas. Set specific, ambitious, targets for the blend of active and public transit use vs private vehicles (as many European cities do).
- Keep the overall needs of existing Bellevue residents. Don't make it difficult to develop property. Overemphasis on saving trees and the environment. It's not in residents' best interest. Less emphasis on special interest and more common sense.

- Be visionary and yet pragmatic. Think through the issues. Continue to involve the community.
- Specifically, identify freeways (and other documented sources of air pollution) and prohibit the construction of low-cost affordable housing within 500-1000 feet of the source of air pollution.
- People want more walkable services!!
- Walkable neighborhoods and transit reliability and access throughout the city are of major important period
- It is essential to do everything we can to increase housing supply, address the BIPOC homeownership gap in our state and embrace a land use strategy that leverages land for maximum public gain and eliminates invisible walls around communities of opportunity.
- Density is the key for the central area, so the central location benefit as many as people as it can, supported by light rail arrival, it become very obvious to benefiting people who ride those transits. High density living, may sacrifice some luxury comfort of certain aspects, but greatly benefit general public as a whole. This proven anywhere else in Europe and Asian countries, even our northern neighbor Vancouver..
- Prioritize clean transportation--small electric vans throughout the city (rather than large buses which tend to run empty and infrequently).
- People are confused about pedestrian safety. With different cultures, signage needs to be clear and enforced. Also right turns on red lights.
- I urge Bellevue to prioritize healthy affordable housing and prohibit residential building within 500 feet of freeways.
- "Don't throw the baby out with the bath water. Land use must preserve a sense of place, and ours is an abundant and beautiful natural place, so save more, build less or smartly to keep balance in our lives.
- Developers don't value place; residents do, so serve those who live here first."
- I'm sure saving schools in Bellevue would be a top priority for lots of people too. But also more disability adaptive parks and more sidewalks and bike lanes. I've seen more car accidents on the Main Street by where I live and I just get so concerned for pedestrians.
- Protect trees and animals
- I and others I work and live with applaud your forward thinking and focus on creating a more integrated urban environment, and prioritizing the creation of more dwelling units.
- Please recognize the fact that Bellevue is a beacon on a hill for a lot of American cities. That's in part due to your contribution as good stewards of the city's finances and planning, but also due to the businesses that choose Bellevue over other options in the area that make the revenue that fuels the city possible. It's also the

people that believe in the future of the city as opposed to other options. Don't make the mistakes that other big cities have made in the past by raising cost of living, reducing core services or losing focus on maintaining financial stability. That means that we need to be careful and build some cushion and be very smart and strategic about where we put the \$\$

- A city of full of people not just cars. Make humans the priority. Need to have middle housing so all can live here not just the very rich.
- Upzoning and policy to encourage growth and mixed use growth in particular is great, however hard infrastructure needs to be built out, and built out well. This means bike gutters are unacceptable, it's either physically protected/raised or it's useless. This means anticipating residential and commercial increases and having a plan and timeline for adding capacity to schools, hospitals, fire departments, police departments, and so on. Not waiting for the growth and building at a later time when it's even more expensive to do so.
- Making Bellevue an attractive, diverse, and above all affordable place to live, is vital to the city's continued growth and success.
- Rapidride B nor 2 Line do not constitute high capacity transit since both run on the surface. For the former consider transit lanes and transit signal priority to improve B line capacity and reliability. On light rail, the 2 Line needs to be completely separated so that Sound Transit can run trains more frequently (their signaling system allows 90 sec headways). Yet, with at-grade crossings around 130th Ave NE, NE Spring Blvd and NE 20th St, this forbids the scaling up of rail transit capacity in the 6 min to 2 min headways. Additionally, with the planned increased density around the surface 130th Ave NE station, traffic volumes of pedestrians and vehicles will increase, leading to multimodal conflict and potential safety issues, as seen on the 1 Line in MLK Jr Way S in Seattle. On that section, it is common to see pedestrians dart in the road and across the light rail tracks to catch the train and in fact, Daniel Lai reached out to SDOT on how to handle surface light rail conflicts. As a comparison, our neighbor to the north, Skytrain Vancouver routinely runs 6 min headways and 3 min on interlined sections. Their metro system is fully automated, grade separated and has forests of 20 to 60 story+ buildings along its lines. Tying back to Bellevue, the area-wide upzoning of the Belred to high density seems to echo Metro Vancouver-Skytrain station area high density practices. That said, expensive grade-separation is a must in order to get current and future residents in station areas to ride transit.
- More housing needs to be allowed in existing neighborhood centers (like Newport Hills) so that it's not all crammed into super dense areas like downtown. Spread the housing all over the city so that people have more choices of where to live.
- Nothing further, thanks.

- "From LU-1: "3. Enhance the health and vitality of existing single family, multifamily and mixed-use residential neighborhoods. 4. Provide for commercial uses and development that serve community needs." YES!!! I will keep advocating to prioritize neighborhood resident needs with redevelopment! Yes, I acknowledge that Bellevue needs to plan for and accommodate growth, but NOT to the detriment of those who live here now and will live here in the future. I will echo PM Comm. Chair Bhargava's comment on 2/14/24 meeting about the vagueness of "health and vitality." What do these words mean? They can be interpreted in so many ways, to support various ends. LU-12: What does this mean? Not at all clear to me.: "Invest in programs and facilities that maintain the stability and improve the vitality of residential neighborhoods." This policy was updated to clarify the policy intent, but I still don't understand what the intent actually means. LU-14: "Assess the compatibility of commercial uses and other more intense uses when located in mixed use and predominantly residential areas." What do you mean by compatibility, and who get to decide what is or is not compatible with whatever definition is assigned to "compatibility"? LU-16, LU-17, and LU-18 are all about Neighborhood Centers. Eastgate Plaza is, I think, a Neighborhood Center. Sunset Village, on the north side of I-90 in Eastgate also has what would be considered Neighborhood Center-oriented businesses, at least what remains of a formerly robust retail village of a breadth of retail and services serving not only Eastgate, but Somerset and Lake Hills, and probably Lakemont as well. I would hope that the remaining small, local businesses at Sunset Village will be preserved, and not fall prey to Michael's Subaru application to demolish them, to build yet another Subaru dealership to supplant the existing Subaru dealership on the multi-acre property. This parcel is zoned CB. Auto retail sales require a conditional use permit. It would be a great detriment to the larger surrounding community to lose successful small businesses here. If Lithia Real Estate, which owns Michael's Toyota and Subaru, and now the land under the Toyota dealership and the remaining small businesses, would sell to a developer who would develop a neighborhood-focused mixed use development, I am pretty sure the surrounding neighborhoods served by this location would be amenable. Even though it would mean losing existing businesses for future **businesses that serve the local residents.** LU-26: "Encourage the master planning of multi-building and multi-parcel developments and large institutions to integrate with its surroundings." I have to agree with Planning Commission comments at the Feb. 14 meeting that the specifics might need to be spelled out. Unless all of those specifics would be covered as requirements to a MDP. LU-34: "Employ land use incentive systems that offer additional development capacity or flexibility in exchange for commensurate public benefits that address identified needs of that area." How are you going to determine what the *identified needs of that area* are? And how are

you defining *identified needs*? Who are all the stakeholders involved in identifying those needs?

- Do everything you need to move this forward. Walkable mixed use neighborhoods, with duplexes, triplexes garden condos would be great. Also need gardening allotments
- Focus density around light rail infrastructure; allow flexibility in parking/shared parking; don't adopt development standards that drive high construction costs (but without limiting the City's ability to ensure attractive designs).
- It seems that Bellevue is creating a choice between healthy housing and affordable housing by not including housing in the list of sensitive uses with protections like not building within 500 feet of the freeway. Bellevue should be a leader for healthy, affordable and equitable housing. Building homes so close to the freeway will further exacerbate health disparities for people of color and others. This is not in line with Bellevue's stated values and what it's capable of.
- Where is there a policy move to preserve zoning of single family residences in those areas which are now zoned for single family residences?
- Mitigating climate change must be in everything you are doing. So far, the city has done very little to reduce GHG emissions and are taking very little action to do much. Our kids and their future is in your hands, yet the policies currently in place by COB don't seem to think climate change is urgent. We should be doing far more and do it quickly. Please make reducing GHG emissions a priority. In fact, it should be the highest priority. Please educate yourselves on climate change and its urgency. Read books like Speed and Scale by John Doerr to understand what needs to be done. If you are on the Planning Commission for a city, such a book and other like it should be required reading.
- It is their job to ensure that the city of Bellevue does its part to mitigate climate change. Steps need to be taken NOW, not in 5 or 10 years. Bellevue should be setting the example of moving towards a greener city and that starts by increasing regulations of development properties to match what we need every building to be like in the future—net-zero.
- Removing car lanes is not the only way to decrease exhaustion.
- Need to maintain private car access. The equity point on air pollution is somewhat ambiguous and seems like it is worded to specifically to fight cars and their access without saying such given the minimal number of industries in Bellevue that are creating serious air pollution.
- Be thoughtful to the existing neighborhoods that make Bellevue a pleasant place to live. Grow with an appreciation of the what currently and in the past has worked in Bellevue.

- Clearly define equitable access and who should benefit. Avoid generalities and articulate implementation examples. Protect neighborhoods from unintended negative consequences.

Open House Responses

- Density relates to parking policy/requirement when the development density goes up to 250 ft, the parking requirements needed to be adjusted (relaxed)
- I live in Pike's Peak (Bridal Trails) and I don't have access to any business. I'd love walkable coffee shops/restaurants, etc.
- Buy more land for parks/open space; stop cutting down trees