

From: [rick.gnehm](#)
To: [PlanningCommission](#)
Subject: Our neighborhoods look bleak without trees
Date: Thursday, March 14, 2024 7:20:57 AM

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To the Planning Commission,

I have lived in the Eastgate neighborhood for 30 years. In the last few years there have been tremendous amount of development with old houses turning into large new houses.

Typically developers come in and demolish the house and remove everything off the land.

Now the bushes and the grass can be easily replaced, but the big trees, the ones that are 50 or 100 years old, cannot be replaced easily.

Developers have one top priority; to make money. Large trees get in the way. They do not have a general interest in the long term viability of the neighborhood. The person that will purchase that developers house did not get a say so in what trees should stay.

Slowly the Eastgate neighborhood, like many other Bellevue neighborhoods, is becoming devoid of large trees.

Trees offer a lot of value. They offer shade, a place for wildlife and just simple beauty. A neighborhood that is just big box houses is not a beautiful neighborhood.

I hope the Planning Commission will do whatever it takes to preserve our large trees throughout Bellevue.

Thank you.

Sincerely Rick Gnehm

Also the email link provided in the 3/7/24 email was incorrect--had an extra "s" in the address

From: [amy faith](#)
To: [PlanningCommission](#)
Subject: Bellevue Tree Code
Date: Monday, March 18, 2024 7:52:06 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 Bellevue Planning Commission:

I am writing to urge you to approve the following recommendations to the Bellevue tree code as made by citizen group Trees4 Livability :

When should permits for tree removal be required?

- Require a permit for every Significant or Landmark Tree removal.

What should be considered when approving permits?

- Define Significant Trees as 6" in diameter and Landmark Trees as 30" in diameter measured 4' above grade.
- Enforce minimum tree density requirements for residential lots, which include preservation or enhancement of tree canopy.
- Carry forward the history of tree protection or removals with the land and no longer reset protection decisions with each new owner of the property.
- Define protection zones to provide a buffer between commercial and residential areas, between neighbors, and between homes and the street.
- Significant Tree removals may be approved if the lot will still meet the minimum tree density requirements, and the tree is not in a protection zone.
- Do not allow the removal of Landmark Trees except in extraordinary circumstances.
- If Significant or Landmark Trees are removed, require substantial tree replacement.
- If trees are unhealthy or hazardous and this is confirmed by a licensed arborist, allow for removals with appropriate tree replacement.

How should reporting, enforcement, staffing and funding work?

- Enable easy public reporting by establishing a tip line and website with clear information.
- Establish meaningful deterrents, including permit delays, work stoppages, and fines for illegal cutting or falsified permits.
- Offer attractive incentives, including expedited permits and green builder designations for retaining more than the minimum required trees.
- Empower Land Use and Code Compliance to enforce land-use laws. Bring in additional staffing such as arborists or inspectors to validate permits and provide on-site inspections.
- Require a permit for all Significant and Landmark tree removals, and charge permit fees sufficient to fund enforcement.
- Use fines as an additional revenue source, but do not depend on fines for enforcement funding.
- Use levies as needed to raise additional funds from the public.
- Start an Urban Forestry Commission with community members to compile detailed recommendations.

It saddens me greatly that Bellevue has removed 65 acres of suburban residential trees from 2019 to 2021. We need to protect our trees and green spaces, not destroy them.

Thank you,
Amy Faith
15210 NE 8th St Unit D4
Bellevue WA 98007

425-653-1436.

From: [Bill Finkbeiner](#)
To: [PlanningCommission](#)
Subject: for PC packets 3/27 meeting
Date: Wednesday, March 20, 2024 1:09:37 PM
Attachments: [Wilburton Infrastructure for Staff Propsed Changes in FLUM.pdf](#)

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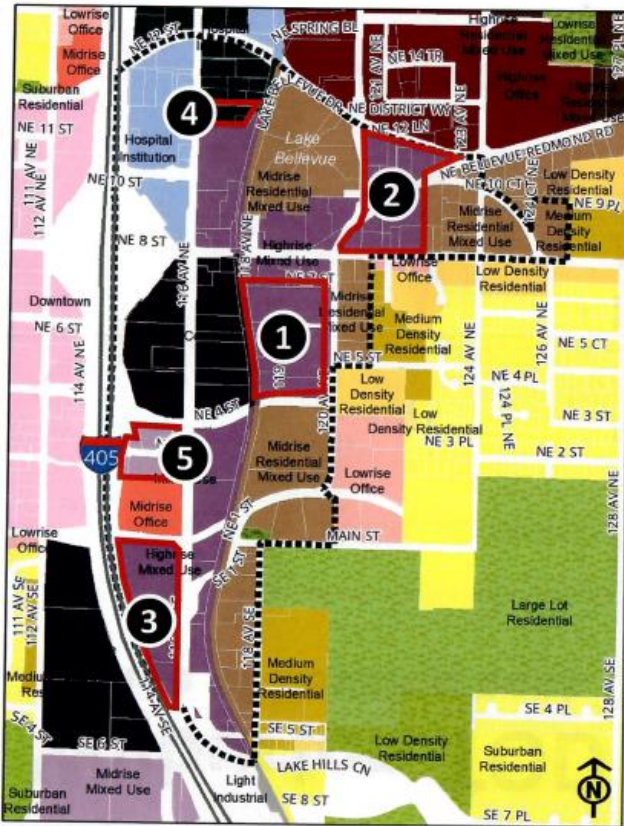
Hello Thara. I was hoping you could include the attachment in the planning commissioners packets for their meeting next week.

Thank you!

Bill

Wilburton TOD Area

Staff Proposed Changes from Preferred Alt



	Future Land Use	Similar to	Rationale
1	Highrise Mixed Use	Alt 3	Greater flexibility toward development outcomes
2	Highrise Mixed Use	Alt 3	Greater flexibility toward development outcomes
3	Highrise Mixed Use	Alt 1	More gradual density transition; supports defined core adjacent to future multimodal investments
4	Highrise Medical Office	Alt 1 and 2	Consistency with adjacent medical uses
5	Midrise Mixed Use	Less than EIS alts	More appropriate scale adjacent to wetland, lot size

At your previous meeting on Feb 28th the staff presented their proposed land use changes for Wilburton (on left of this page).

There were questions raised about the location of multimodal infrastructure, specifically in relation to areas 1 and 2 on the map.

These areas currently have more multimodal infrastructure investment than just about any area in the region, and more is coming! (see next page)

Keeping the flexibility of a 'mixed use' zone recommended by the staff makes sense for this area. In the Mixed Use zone housing is allowed, and incentives will most likely be made to encourage it. At the same time keeping it Mixed Use allows for flexibility over a 20 year plan, which is important for an area like this where so much multimodal investment has occurred.

Thank you for the work you do and for your consideration.

Multimodal Infrastructure Near areas 1 and 2 from Staff Proposed Changes to Wilburton in FLUM

Green line is I-405. The center of area 2 is approx 2,500' from the freeway onramp (following the road). For comparison the Bellevue Transit Center is approx 1,700' from the onramp to I-405.

Yellow line running North/South is the Eastrail. A 42 mile bike/ped path with connections to Kirkland and Redmond and across 520 and I-90. The Yellow Line running along 120th and down 4th is the existing bike lanes that were put in when 120th was upgraded to a 'complete street' with separated sidewalks and bike lanes on both sides.

The Blue Line is the Rapid Ride Bus Route, the only one on the Eastside. It runs Crossroads to Bellevue Transit Center along NE 8th. Metro says it is their "highest level of investment in convenience, innovation, reliability and service." It runs approx every 10 minutes. Blue Stars represent stops.

<https://kingcounty.gov/en/dept/metro/routes-and-service/schedules-and-maps/b-line.html#route-map>

Grey circles represent approx ¼ mile walkshed around Wilburton and Spring District Station. Grey Box represents Wilburton Light Rail Station.



Johnson, Thara

From: phyllisjwhite@comcast.net
Sent: Wednesday, March 13, 2024 8:08 AM
To: PlanningCommission
Subject: Final Draft Comprehensive Plan for the Wilburton Subarea
Attachments: Wilburton Housing Poll.pdf; 3-13-24 Planning Commission Letter.docx

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

Dear Planning Commission Members,

Attached is my public comment for tonight's Planning Commission meeting.

Thank you for your service.

Best regards,

Phyllis White

Please include me as a party of record.

Wilburton Background Information (1)

Area: 2.601 miles

Population: 4,566

Percentage of City: 3%

Under 18: 934 (20% of the area)

Housing Units: 1,948

“Bellevue’s historic Wilburton neighborhood is an enclave of single-family and multifamily housing known for its rich history and its parks and wooded areas with close proximity to downtown Bellevue. Wilburton is also surrounded by major parks, including the acclaimed Bellevue Botanical Gardens and the 160-acre Kelsey Creek Park. Wilburton provides a strong community and a place to call home near the heart of Bellevue, but with the quiet of a residential neighborhood.

The Wilburton neighborhood area reflects Bellevue’s past and its future. With the historic Wilburton Trestle on the south, it promises to be a key landmark for the development of the north-south East Rail walking and biking corridor. Wilburton’s business district will provide the destination for the Grand Connection linking to the pedestrian corridor across I-405, through downtown to Meydenbauer Bay. The Wilburton light rail station on NE 8th will provide easy access around the region.”

Dear Planning Commission Board Members and Deputy Mayor Mo Malakoutian,

My name is Phyllis White, and I am a resident of the Wilburton subarea, situated half a block away from the BelRed growth corridor. Tonight, I am reaching out on behalf of the residents within our Wilburton subarea, specifically the area between BelRed Road and NE 8th Street.

Bellevue is a community blessed with unique and diverse residents of different ethnicities, including Wilburton and its differing subareas. Two streams, the Goff Creek, and Kelsey Creek run in our Wilburton subarea. Most trees surrounding the streams and residential private properties are over one hundred feet tall, and many reach heights of about 200 feet tall. They are all a part of the critical area ecosystem which includes different species of fish, Chinook, Coho, Cutthroat trout, and other animals, such as beavers, blue herons, hawks, bald eagles, bats, deer, opossums, coyotes, owls, bats, and others found around the riparian corridor Goff Creek and Kelsey Creek leading to the Mercer Slough. We have enjoyed watching fish swimming through the stream; however, the water is increasingly turbid and there are few encounters with fish today.

By 2030, the 900-acre Bel-Red corridor development is expected to generate 10,000 new jobs and 5,000 housing units. The Bel-Red corridor already has some recent development of condominiums and apartments in the Bel-Red development, and the Sound Transit light-rail will begin taking passengers on April 27.

Enclosed you will find a Wilburton neighborhood poll that was conducted last year. In order to gauge how our neighbors who live on 130th, 132nd, and 134th St. feel about future residential growth that may affect our neighborhood, we created a poll and distributed the survey to about 79 homes. Within a week, we received 63 responses. The majority responded within 3 days.

Some of our survey results are listed below:

- Over 97% feel that increasing density with a variety of middle housing options would have a negative impact on the quality of life in our neighborhood.
- 92% feel preserving the environment outweighs the benefits of increasing housing density in light of the surrounding housing and business growth.
- When single-family housing was not an option, 73% favored one ADUs or DADUs, 13% favored 2 maximum housing units, 12% favored only single-family homes, 1% favored a maximum of 3-4 housing units, and (80%) also voted for owner occupancy when renting ADUs and DADUs. Safety was a major concern.
- 86% voted to have the Council maintain authority for the decision-making for our city.
- About 75% feel Council Members need to vote in a manner reflective of the community when addressing affordable housing needs and public safety. Only 15% feel Council Members are listening to residents.
- Public comments included public safety issues and crime.

Natural elements play a vital role in enhancing the quality of life for Wilburton residents, and the Kelsey Creek Watershed Basin system, and all of its other basin streams such as Goff stream, its sub-tributaries, and wetlands flow through Wilburton. King County's DRNP Water Quality Index rated Kelsey Creek at NE 8th with a "Moderate" score, and its Oxygen levels, a "Poor" rating score. Moreover, the Kelsey Creek riparian corridor is designated as a priority habitat by the Washington Department of Fish and Wildlife.

I urge you to update the Bellevue's final Comprehensive Plan to meet King County's Update on the Best Available Science and Critical Areas Ordinance effective amended to meet the state law and regulations for the GMA, including RCW 36.70A.130 and WAC 365-196-610.

"...the state has added a standard of "no net loss" to protection of functions and values of critical areas at the ecosystem scale (WAC 365-196-830)..." (see attached 2024 King County Comprehensive Plan, Update on Best Available Science and Critical Areas Ordinance Review.)

Thank you for your attention to this matter. I look forward to your thoughtful consideration of the concerns raised by neighborhood.

Sincerely,

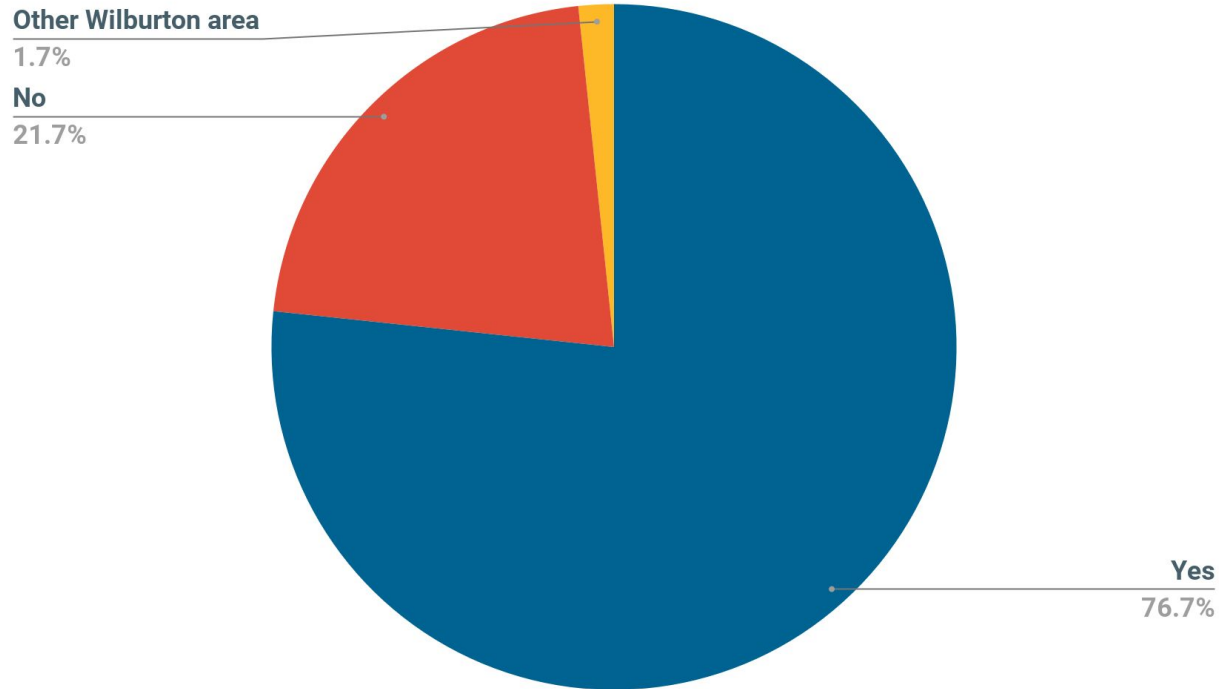
Phyllis White

1. <https://bellevuewa.gov/city-government/departments/community-development/neighborhoods/neighborhood-profiles>

Wilburton Housing Poll

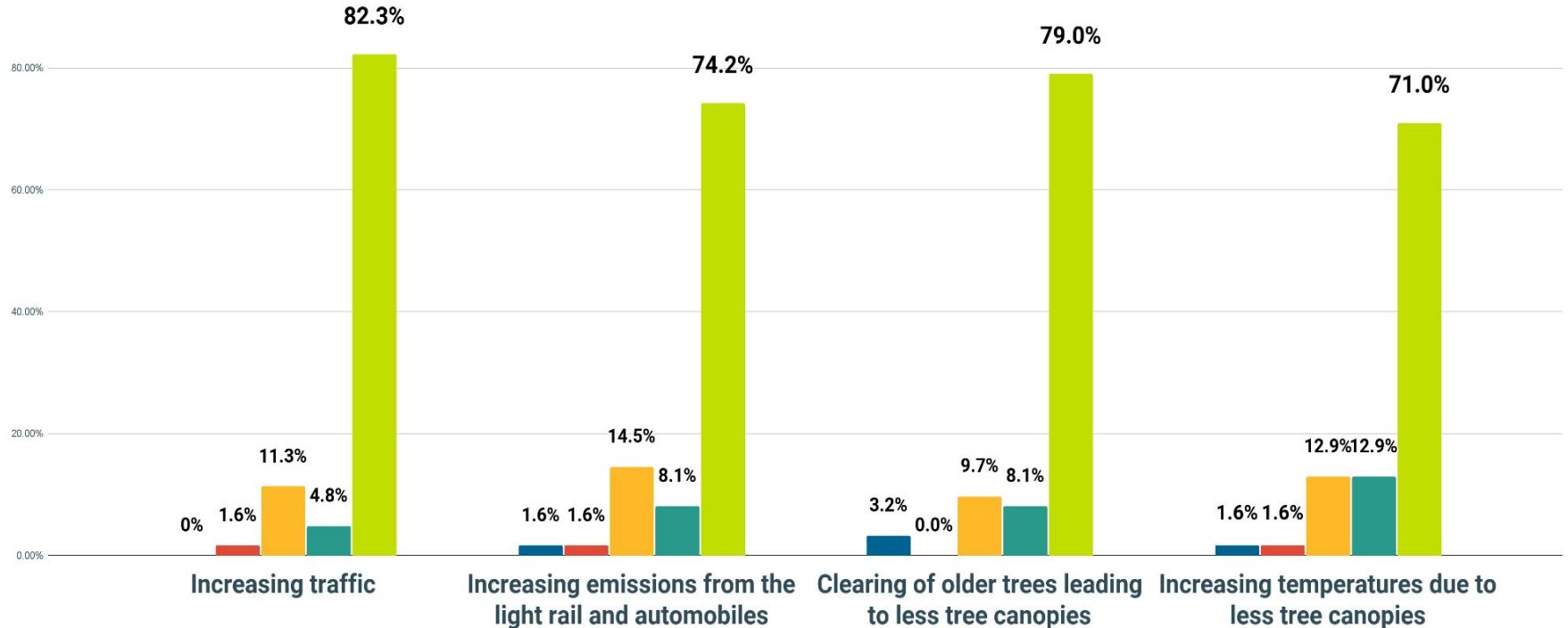
Survey on Increasing Housing Density
and its Impacts

Question: Do you currently reside in the Wilburton Subarea in a single-family residential home between BelRed and NE 8th Street?



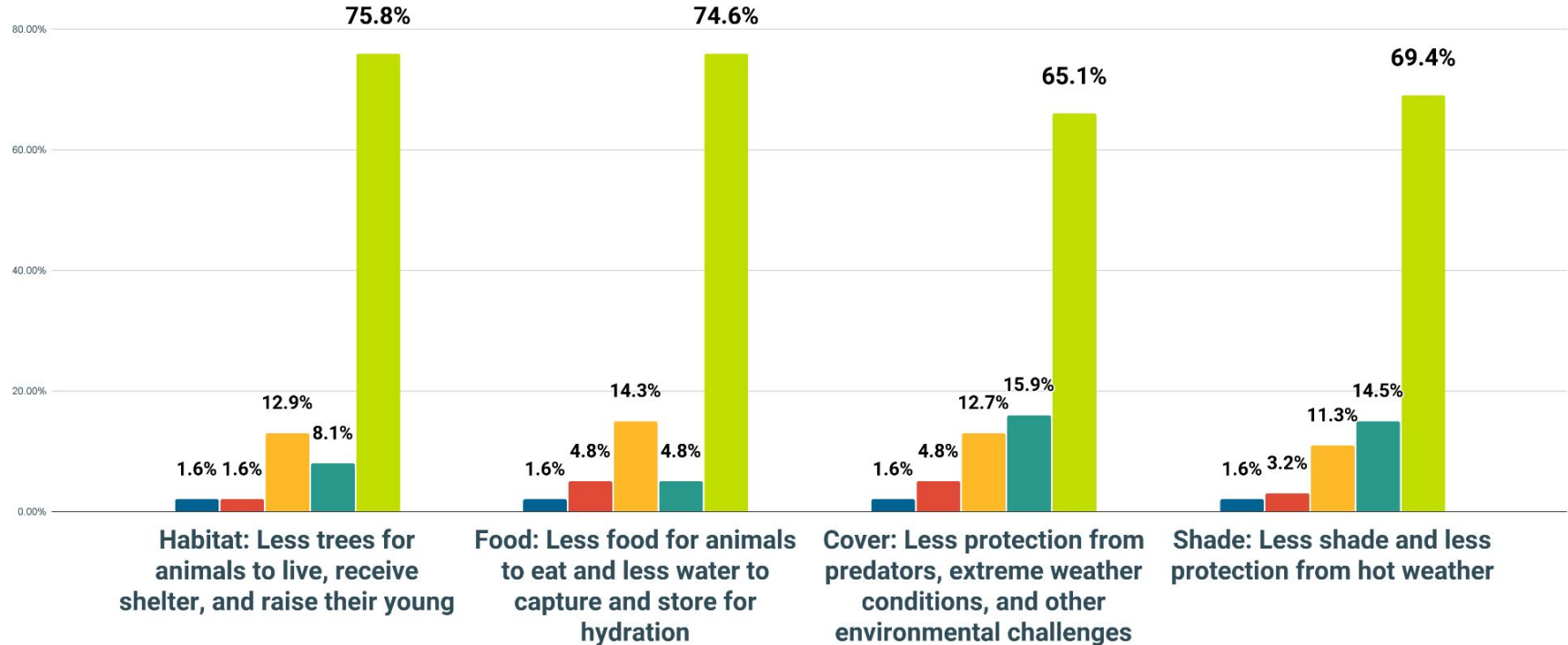
Please rate on a scale of one to five, where 5 means very concerned and 1 means not at all concerned, how concerned are you about **increasing housing density and the impact it will have on the following:**

■ 1 (Not at all concerned) ■ 2 ■ 3 ■ 4 ■ 5 (Very concerned)

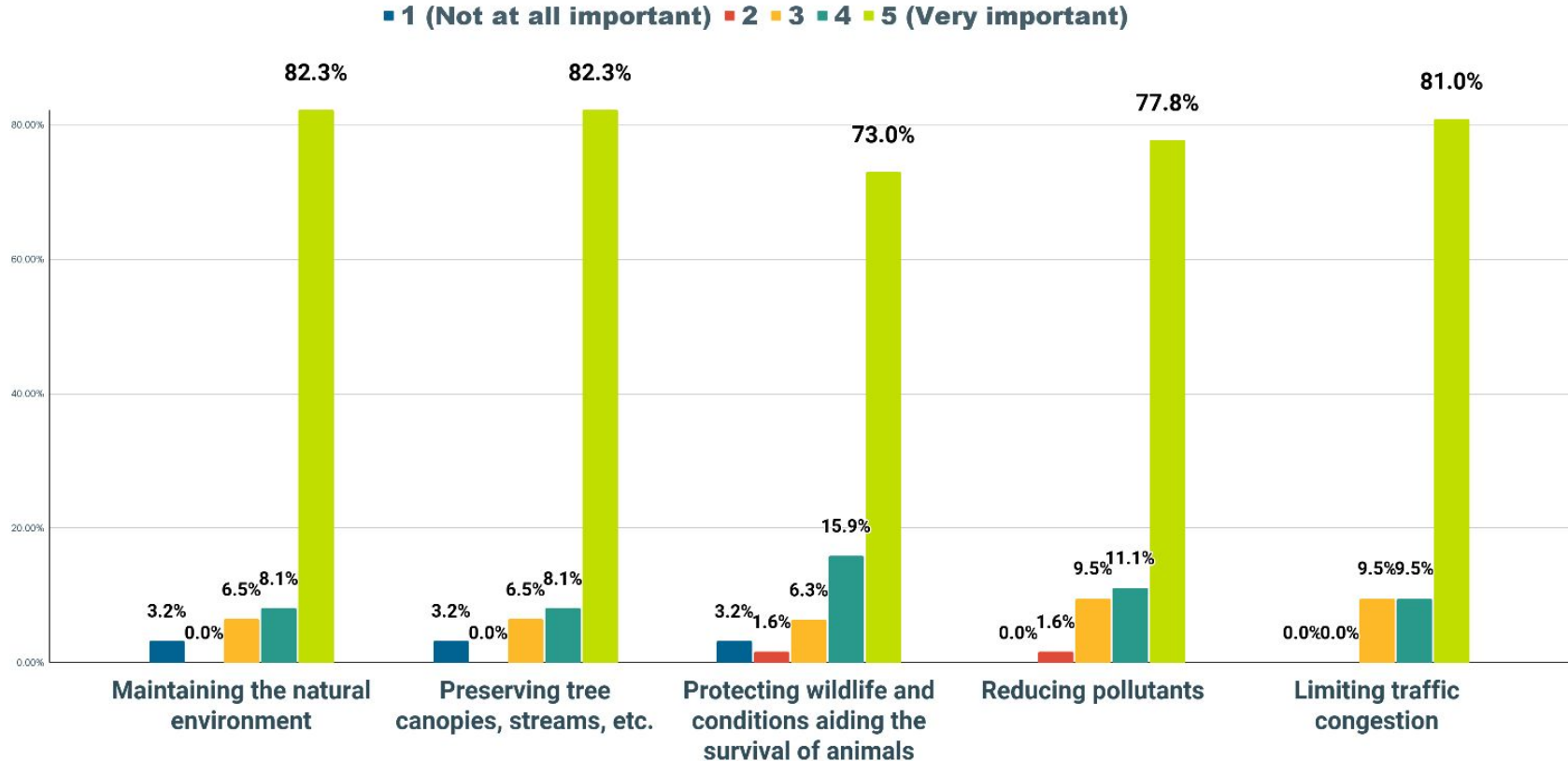


Please rate on a scale of one to five, where 5 means very concerned and 1 means not at all concerned, how concerned are you about **increasing housing density and the impact it will have on the following *wildlife survival challenges*:**

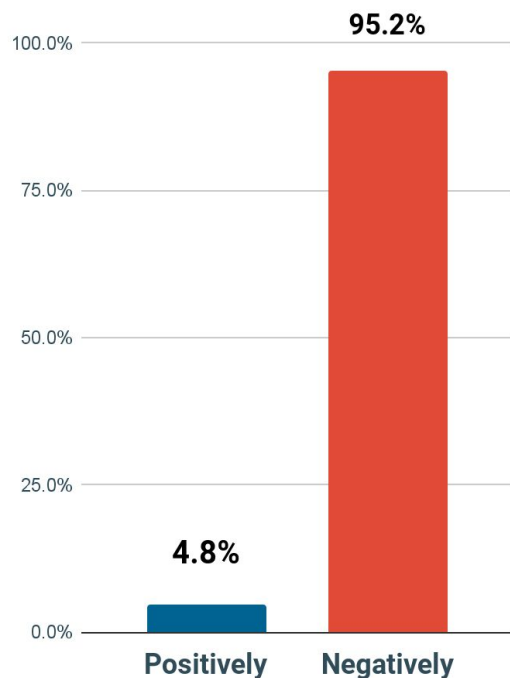
■ 1 (Not at all concerned) ■ 2 ■ 3 ■ 4 ■ 5 (Very concerned)



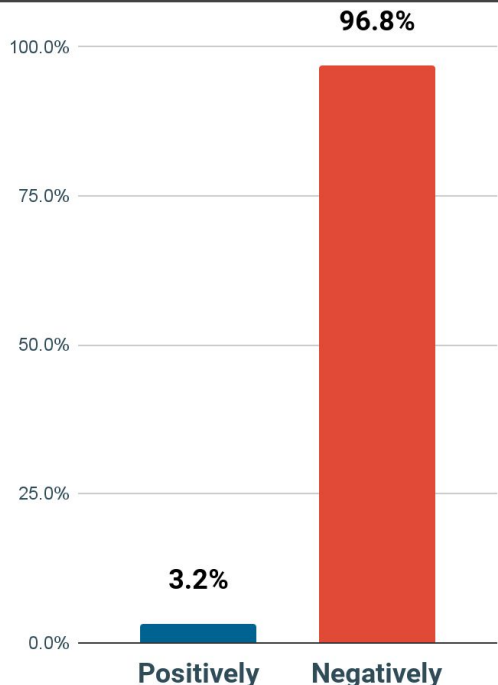
Please rate on a scale of one to five, where 5 means very concerned and 1 means not at all concerned, how concerned are you about **increasing housing density and the impact it will have on the following:**



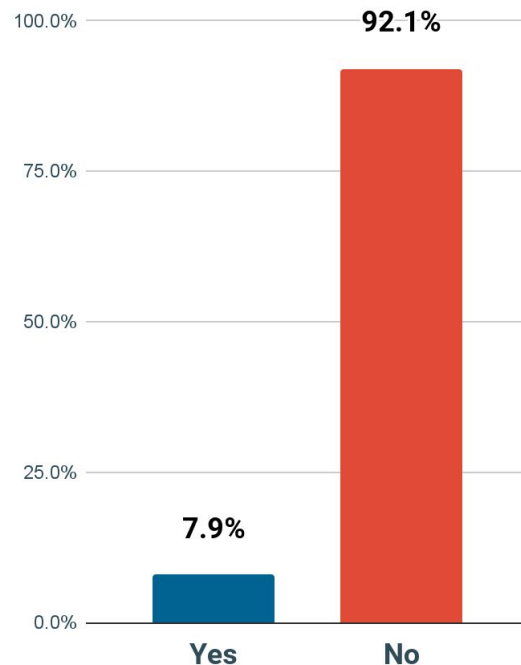
Question: Do you think increasing housing density and middle housing options would positively or negatively impact the ***animal habitat, streams, and trees in our neighborhood?***



Question: Do you think increasing housing density and middle housing options would positively or negatively impact the ***quality of life that you enjoy in your neighborhood?***

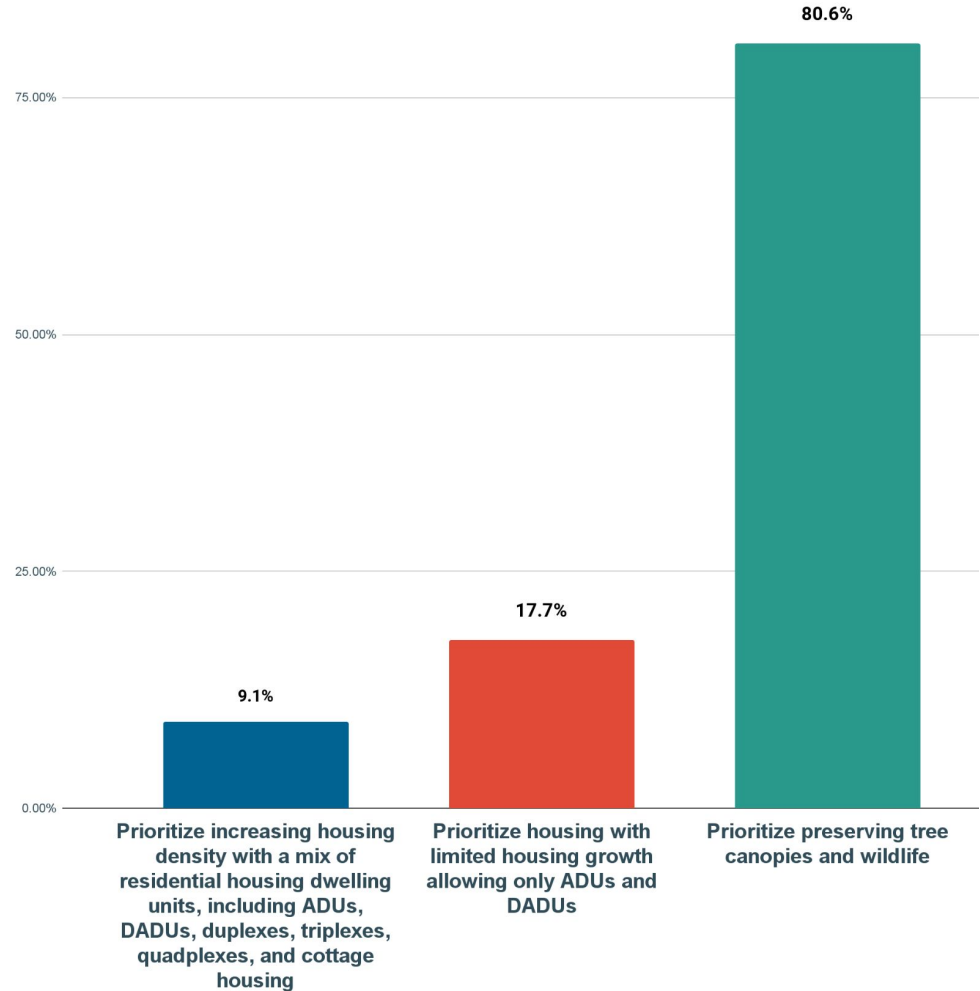


Question: Do you think the benefits of increasing housing density and middle housing options ***outweigh the potential impacts on the environment?***

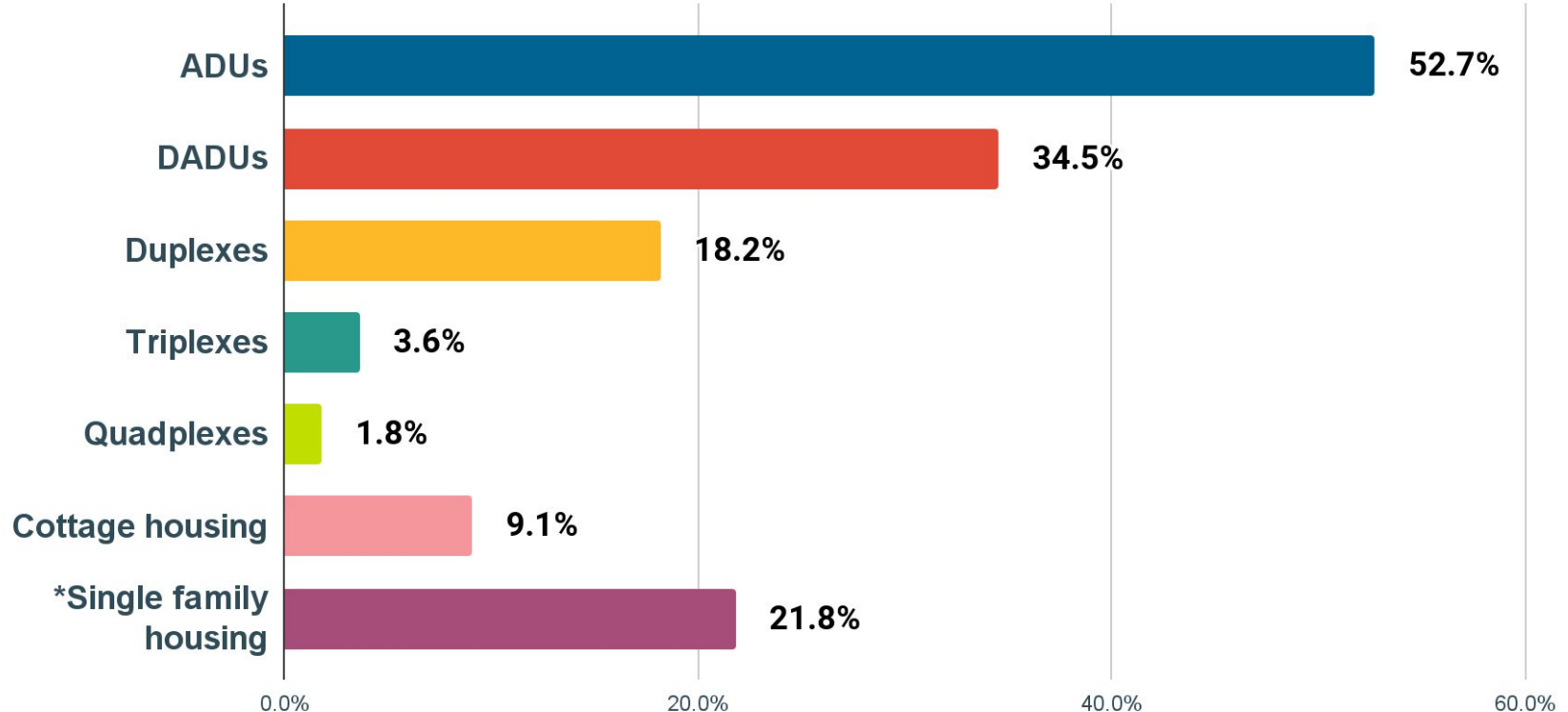


Question:

If given the choice, would you prefer the Wilburton Subarea to **prioritize preserving the streams, tree canopies and the wildlife that depend on them or increasing housing density?**



Question: Which of the following middle housing options do you think would be most appropriate for the Wilburton Subarea? Please check all that apply.

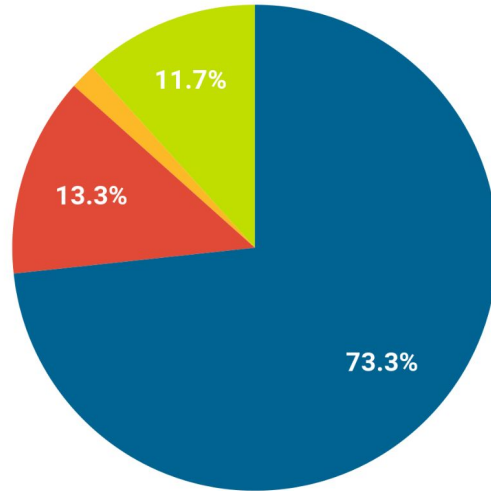


*Write-in answer

Question: What should the maximum number of units be for ADUs and DADUs?

- A maximum of 1 housing unit
- A maximum of 2 housing units
- A maximum of 3-4 housing units
- *No ADUS or DADUS

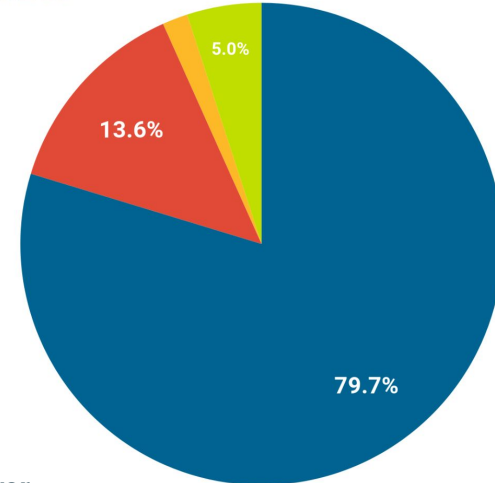
Note: "A maximum of 6 housing units" received 0 votes.



*Write-in answer

Question: Should the owner of the ADU or DADU occupy the main home?

- Yes
- No
- *Optional
- *No ADUs or DADUs



*Write-in answer

Question: Do you believe the city of Bellevue should maintain constitutional authority through our locally elected decision-makers, our City Council?

Yes, the leaders of Bellevue should maintain constitutional authority through our locally elected decision-makers and address the affordable housing crises. The decisions the city Council make should reflect the voices of their

88.3%

No, the Washington state government alone, through statewide mandates, is the most effective solution to the affordable housing crisis.

10.0%

*Both

1.7%

*Write-in answer

0.0%

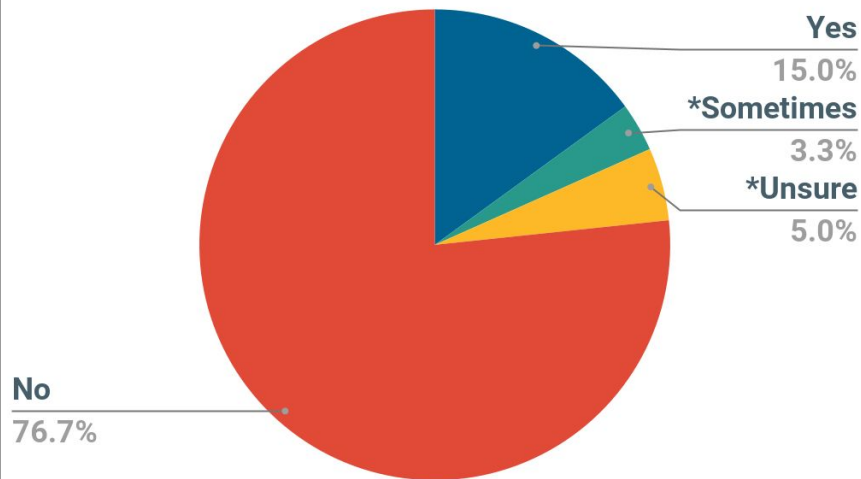
25.0%

50.0%

75.0%

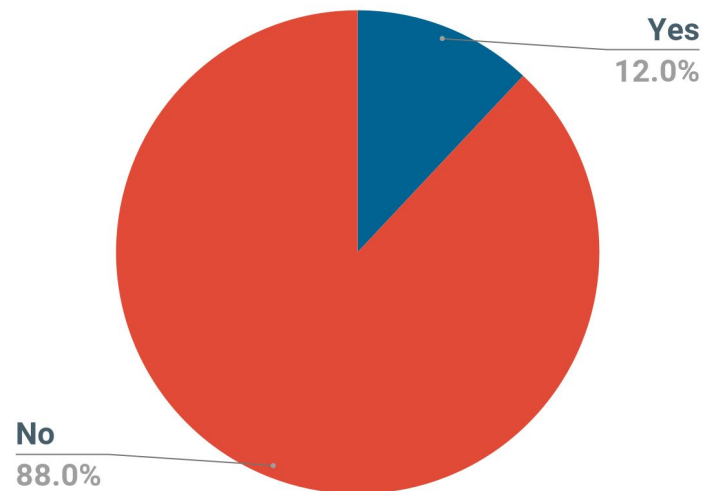
100.0%

Question: Do you feel our elected City Council Members are reflecting the voices of the community to address affordable housing needs?



*Write-in answer

Question: Do you believe increasing new taxes and bigger statewide government mandates alone will improve the community and resolve the affordable housing crises?



Additional comments from participants:

- “There will be enormous future development surrounding Wilburton on two sides, the BelRed development and the Wilburton Commercial development, which will bring at least 5,000 housing units in the BelRed alone. This is more than the total number of housing units in the Wilburton subarea.

The GUIDING PRINCIPLES Bellevue City Council included ensuring the sensitivity to potential adverse impacts of change on nearby residential neighborhoods and providing for a graceful transition between new development and established neighborhoods.

Moreover, the economic outlook is changing. Employers are downsizing, schools have decreased enrollment, and there is increasing remote employment.

Lastly, there is no data supporting that increasing the density of single-family lots will bring affordable housing.

Residents have worked so hard to create a residential area they enjoy”

- “Listen to the voice of community”

- “Very concern about Bellevue leaders only focus on one thing of affordable housing but ignore more issues it will bring along. Like natural habitat, tragic, safety, school teacher and student ratio”

- “This really negativity impact us, I strongly disagree with this. Our voice need and should be heard”

Additional comments from participants:

- “The city will be over built and congested. What we have enjoyed as residence of this area will be lost and disappear forever. They have already cut down so many trees to build the light rail. No more. There are plenty of land outside of Bellevue that can be used to build affordable housing. Why do we need to subject our children and our family to all of this unnecessary negative changes. It does not make the area more desirable. We don’t have the infrastructure to support the additional traffic and people.

The city council is making Bellevue one ugly city with skyscrapers and concrete jungle. The residence will be subsidizing this and we didn’t ask for it. Please reconsider the expansion and rezoning. Thank you for your consideration”

- “Please keep what it is alike today -- there are a lot of traffic already in this area with more house and apartments developed on bel-red in the recent years. Every year, new buildings are coming out, more trees are removed and more animals [sic] loose their home.”
- “This is ludacris that it's even suggested to bring housing plans in next to real estate worth a million- the cost of wealth inequality and externalities would be footed by us residents.”
- “We need to protect the community and the [sic] natur, we need to keep the safety of the community as top priority”
- “Wilburton is a great place to live. Please keep it that way. No [sic] rezonong”
- “Concerns and questions about potential safety impact, crime rate increases esp. for families with young children”

Additional comments from participants:

- “While there always has been a need to be a team player with King County, the Bellevue City Council used to prioritize Bellevue residents until the last few years. Bellevue seems to be funding the lion's share of KC projects on the eastside. Bellevue is set to house the most challenging group of KC (Seattle) homeless population, single men, most of whom are NOT Bellevue or even KC residents. Eighty percent of these men are addicted to hard drugs and/or are unmedicated mentally ill and NONE are required to maintain treatment. Light rail will not be fully functional for a few years. Bellevue has one of the highest sales, property and other taxes which fund KC. Yet, we are always pressed to do MORE when we have already committed to many projects which will cause predictable increases in crime and traffic before we know the full consequences of such projects. I believe that we should wait higher density projects in residential areas until the aforementioned consequences become known and addressed. Downtown Wilburton should have increased density, not the residential neighborhoods. Whatever is decided in Wilburton will become a template for all of Bellevue residents. Councilmembers are elected to advocate for and represent our well being and quality of life, which should be their main concern if they truly represent us as they promised when campaigning.”
- “Crime rate and homeless camps”
- “Bad people. Roaming folks need to be kept from kids in the neighborhood. Seriously.”
- “Again, there are many areas outside of the Wilburton area that currently supports a great number of wildlife species. Cottage housing and multiple housing units should be built where it is reasonable to assume the wildlife habitat will not be erased.”
- “Bel Red should be mixed use”

Johnson, Thara

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Tuesday, March 12, 2024 9:28 PM
To: TransportationCommission
Cc: PlanningCommission; Council; Kevin Wallace
Subject: KDC WPI Written Comment on Bel-Red Policy S-BR-54
Attachments: KDC WPI Letter to Transportation Commission S-BR-54.pdf

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Chair Stash and Commissioners,

Please accept the attached letter on behalf of Kemper Development and Wallace Properties, with our request that Bel-Red transportation policy S-BR-54 be retained and amended to maintain existing arterials.

Thank you for your consideration.

Sincerely,

Mariya Frost
Director of Transportation
Kemper Development Company
The Bellevue Collection | Bellevue Square Lincoln Square Bellevue Place
425-460-5925 Mobile
mariya.frost@kemperdc.com
www.bellevuecollection.com





March 13, 2024

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

RE: March 14 Transportation Commission Meeting – Bel-Red Transportation Policies
Request to Maintain & Amend Policy S-BR-54

Commissioners,

Please retain Bel-Red Subarea Plan Policy S-BR-54 and amend it to clarify that the intent of the transportation element of the Bel-Red Subarea Plan is to both add new arterial capacity and maintain the capacity of the existing arterials.

Proposed policy language (new language is underlined):

S-BR-54 – Maintain existing arterials, and design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to citywide and regional travel demand.

The Transportation Department's stated rationale for eliminating S-BR-54 is "General design standards for arterials and local streets are provided in the citywide Transportation Design Manual...Bel-Red Street Development Standards are in the Land Use Code 20.25D.140." The TDM covers "how" to build arterials, whereas the Comprehensive Plan concerns "whether" and "why."

Staff have also noted that they believe this policy is redundant with TR-17, TR-18, and TR-24, all of which have to do with providing and accommodating multimodal options and complying with the ADA (TR-24). None of these policies direct for the development of *arterial improvements to serve travel demand generated by the Bel-Red Land Use Plan*. S-BR-54 is entirely unique in its direction to provide arterial improvements and connecting those needed improvements to planned growth.

Bellevue's multimodal transportation system depends heavily on the network of major arterials, minor arterials and collector arterials throughout the City. In the case of major arterials, like Bel-Red Road, NE 12th Street, 120th Ave. NE and 124th Ave. NE, their capacity impacts not just the local area, but the regional transportation network as well. Bel-Red lies at the confluence of the growth areas of both Bellevue and Redmond, and the Comp Plan Update's proposal to dramatically increase density in the Wilburton and Bel-Red makes the arterial system in these Subareas even more significant.

This is why Bellevue, for the last decade, and for decades to come, has and will continue to invest hundreds of millions of taxpayer dollars to pay for the expansion of arterial road improvements throughout Wilburton and Bel-Red. These new investments reflect the fact that the existing arterial system is inadequate, not that it is unnecessary.

As is evident from the arterial map and frequent transit map in the Comprehensive Plan (Map TR-2 and Map TR-4, included below), for a vibrant multimodal transportation system in the Bel-Red Subarea, and

one that serves the rest of the City and the region, it is essential that Bellevue continue to both expand the Bel-Red arterial system, and *maintain* the capacity that exists today.

The existing Comprehensive Plan and Bel-Red Subarea Plan support the concept of maintaining and expanding arterials in Bel-Red and throughout the City for the following reasons:

1. Support new development.

- S-BR-4 - Develop and implement a phased approach to new commercial development, so that transportation...infrastructure is in place or committed to serve the needs of growth...
- TR-50 – Provide an arterial system [to] support local and regional mobility and land use plans.
- S-BR-54 – Serve travel demand generated by the Bel-Red Land Use Plan.

2. Reduce traffic congestion, improve the travel experience and preserve mobility capacity.

- TR-2 – To aggressively plan, manage, and expand the transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.
- TR-52 – Classify city streets according to their function, so that needed mobility capacity may be preserved.
- TR-56 – Ensure that maintenance of the existing transportation system be given priority consideration.

3. Support the Frequent Transit Network.

- TR-78 – Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between Activity Centers.

4. Protect neighborhoods from traffic spillover impacts.

- The stated goal of the Bel-Red Subarea Plan Transportation Element is “To create a more complete, connected and well-balanced transportation system, while protecting neighborhoods from spillover traffic impacts...”
- S-BR-3 - Reduce and mitigate the...transportation spillover impacts of new development...

5. Serve citywide and regional travel demand.

- S-BR-54 – Serve travel demand generated by...citywide and regional travel demand.

As to the proposed amendment, it is evident from the context and other sections of the document that when drafting the original Subarea Plan, the Commission, Council and City staff saw maintaining Bel-Red’s existing arterial roads as a given. It still should be, but it has become apparent that the Comprehensive Plan needs to state it plainly.

Thank you for considering our comments.

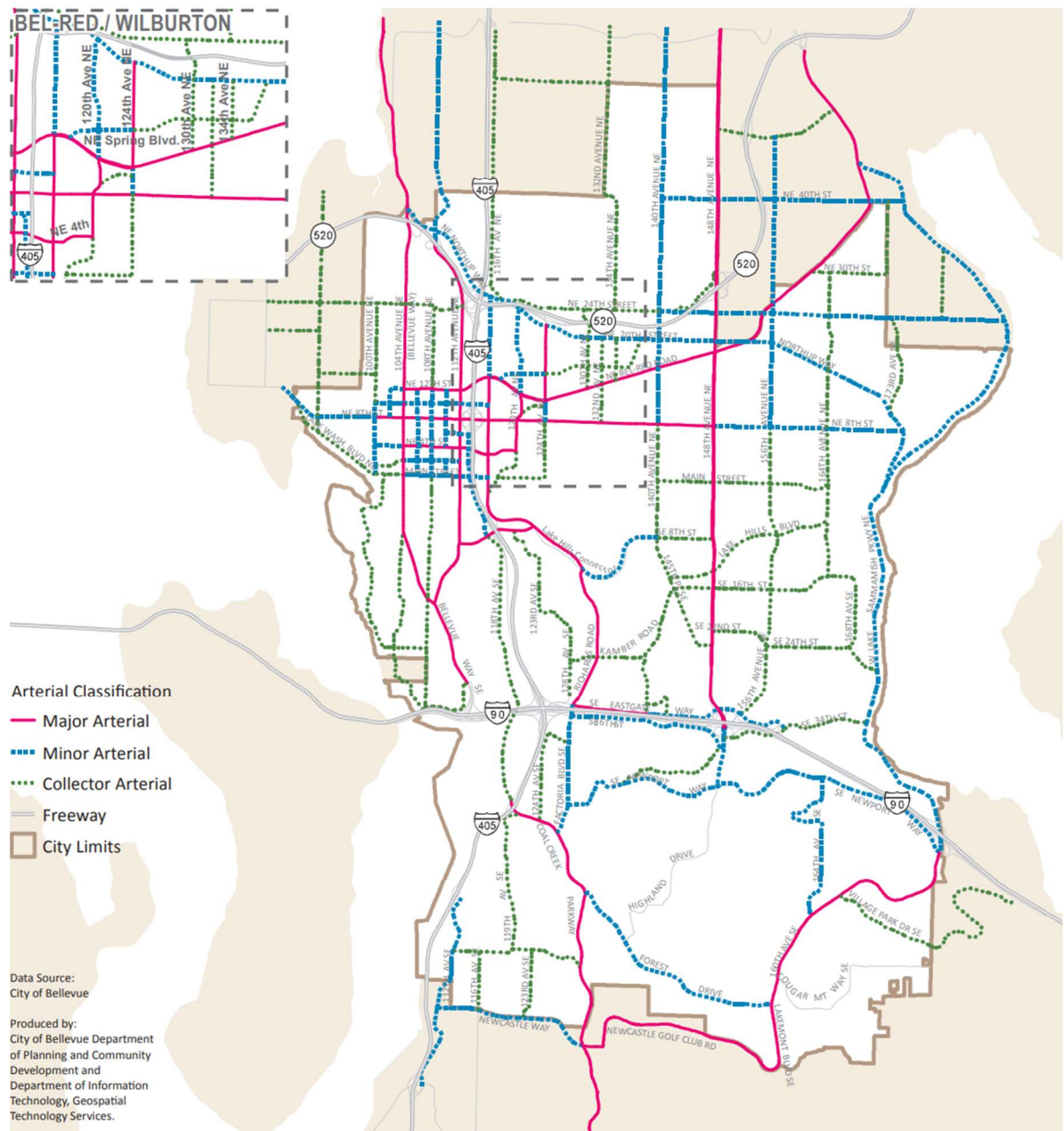
Sincerely,

Mariya Frost
Transportation Director
Kemper Development Company

Kevin Wallace
President
Wallace Properties, Inc.

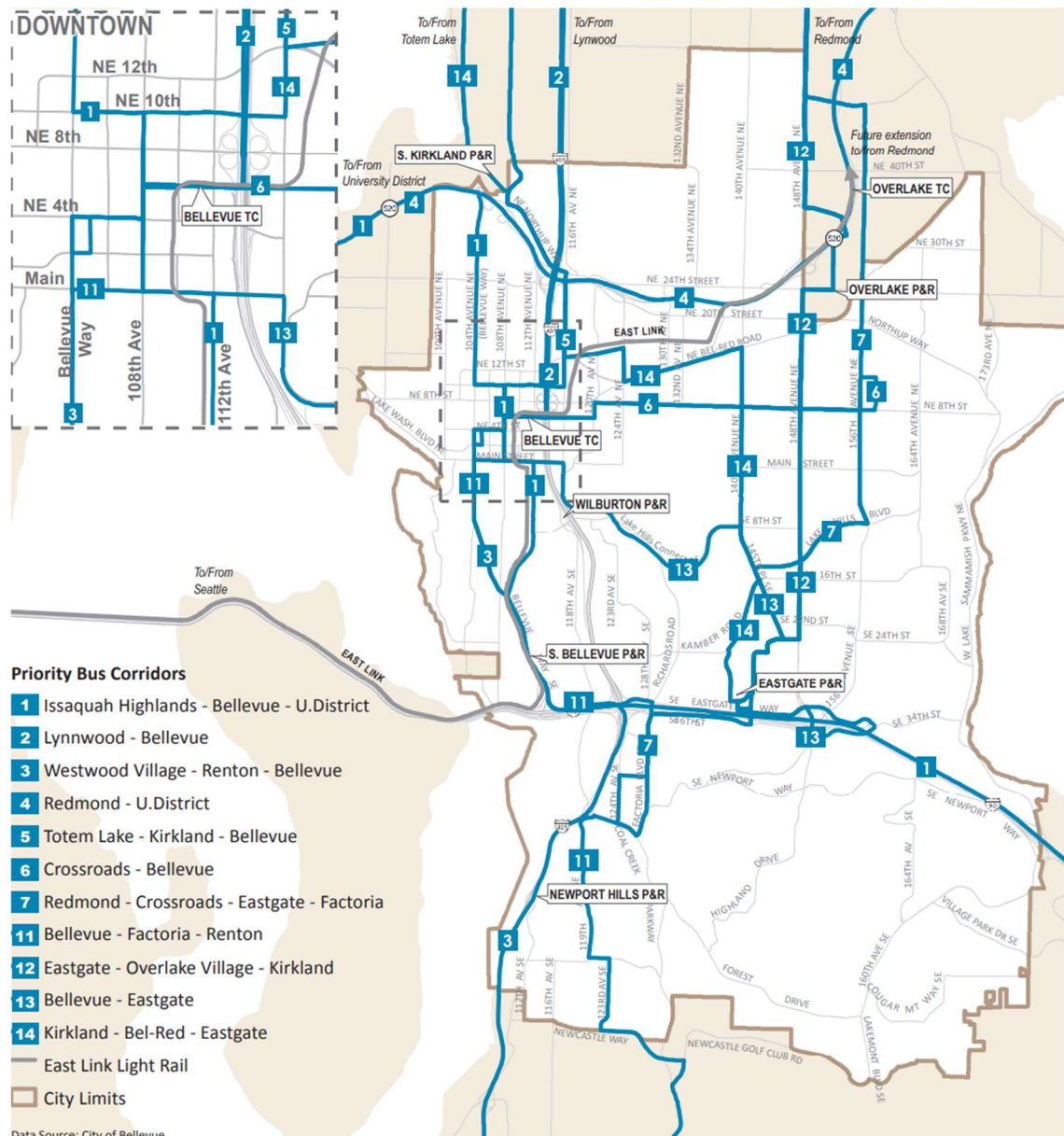
Map TR-2. Arterial Functional Classifications – Existing and Planned Arterials

This map shows the functional classifications of the arterial-street system in Bellevue. Refer to the Glossary for Functional Classification definitions.



Map TR-4. Frequent Transit Network Under 2030 Growing Resources Scenario

This map shows the network of frequent transit service routes that would exist under the 2030 Growing Resources Scenario as described in the [Bellevue 2014 Transit Master Plan](#). This scenario depicts Bellevue's goals for transit service in 2030 and is the basis for discussions with transit service providers. Numbers on routes refer to the city-designated corridors, not to bus routes.



Johnson, Thara

From: Scott Lampe <scottlampe@msn.com>
Sent: Monday, March 11, 2024 5:50 PM
To: PlanningCommission
Subject: Comments on PA-5 for March 13 meeting

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Greetings Chair Bhargava and Planning Commission members,

My name is Scott Lampe and I serve as the President of the Lochleven Community Association and am a board member of the Meydenbauer Bay Neighbors Association. My comments are as a private citizen.

Thank you for the opportunity to comment. I would like to address Parks, Recreation and Open Space principle PA-5 which states:

“Increase safe, non-motorized access between dwellings and parks, trails and open space through development of additional facilities and mobility improvements.”

My recommendation is very straightforward and simple:

Replace the words “non-motorized” with “multi-modal”.

I would like to cite my rationale for this change with three examples from Bellevue parks which I am familiar.

First, the Downtown Park. The demand for parking for this park routinely exceeds capacity, particularly at the phenomenally successful children’s Inspiration Playground. Because it is impractical for parents with young children to access this facility without the use of a vehicle, all access modes need to be increased. I reside one block from this park and on my daily walks observe the almost continuous flow of vehicles attempting to park unsuccessfully due to the limited capacity.

Similarly, my former neighborhood of Surrey Downs has limited parking available in its gorgeous new Surrey Downs Park. The neighborhood association, which I previously headed, requested this limitation to discourage additional neighborhood traffic. While this seemed reasonable at the time, the size of this park and the inability to access it from the east due to the light rail have resulted in an underutilized facility due largely to both the limited parking and access. The combination of improved pedestrian, bicycle and parking facilities are all needed.

Third, the Meydenbauer Bay Park, which is currently in the initial design for the second phase, requires vehicular access for folks again with children who may have umbrellas, coolers and other items impractical to otherwise transport. Similarly, kayakers and paddle-boarders require adequate vehicular access and parking. The Meydenbauer Bay Park Master Plan calls for:

“enough parking to meet or exceed the amount needed to serve the park on a typical day.”

The plan further states

“Vehicle accommodations will include emergency access, on-street parking, underground structured parking, drop-off and loading zones, and accessible designated spaces to accommodate park use by all.”

In summary, there are practical reasons which I have cited why increasing future access to parks should not be limited to non-motorized modes.

Thank you for the opportunity to comment on this simple, straightforward, common-sense change and thank you all for your service for our wonderful city.

Scott Lampe
9909 NE 1st St. #408
Bellevue, WA 98004
425-442-8438

Johnson, Thara

From: Craig Spiezle <craigsp@agelight.com>
Sent: Saturday, March 9, 2024 10:16 AM
To: PlanningCommission
Cc: King, Emil A.; Robinson, Lynne; Malakoutian, Mo
Subject: FW: Budget for staff to enact code changes to retain and enhance the charm and individuality of Old Bellevue

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

The charm of Old Bellevue is a city asset for us to help preserve and enhance. Hope to have your support. Think of Leavenworth and how city planners had the foresight to embrace changes to make it a tourist destination, create jobs and an economic hub for the community.

From: Craig Spiezle
Sent: Saturday, March 9, 2024 10:02 AM
To: Council <Council@bellevuewa.gov>; LRobinson@bellevuewa.gov; mmalakoutian@bellevuewa.gov
Subject: Budget for staff to enact code changes to retain and enhance the charm and individuality of Old Bellevue

To Mayor, Deputy Mayor and City Council members

I am writing to encourage City Council to budget for staff to enact code changes to retain and enhance the charm and individuality of Old Bellevue, (Main Street). To-date, incentives for developers have not been very effective. I suggest Council consider design reviews and requirements including but not limited to retention of existing facades and design first and second (and possibly third floor) storefronts to achieve this goal. The walkability, charm and vibe of Old Main is an attraction for me, my friends and visitors to shop and patronize the many restaurants and locally owned stores. Budgeting to create codes that will preserve the character of Old Bellevue as it redevelops will enhance the Grand Connection and promote a sense of community, providing long-term benefits to the city at large.

Thank you in advance for your consideration.

Craig Spiezle
425-985-1421

Johnson, Thara

From: olga perelman <olgaap55@yahoo.com>
Sent: Friday, March 8, 2024 5:40 PM
To: PlanningCommission; mohammad malakoutian
Subject: Re: Openings on Bellevue planning commission?

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

Hi Thara & Mo -

Thank you for the opportunity to interview with the panel earlier this week! I learned quite a bit about the role. It has been very insightful to hear about the expectations for the new members and past complicated topics that the commission faced in addressing multiple stakeholders' needs.

Please don't hesitate to reach out if you have any additional questions.

Kind regards,
Olga

> On Jan 12, 2024, at 10:53 AM, olga perelman <olgaap55@yahoo.com> wrote:

>

> Thanks Thara! I applied via the link.

>

> Olga

>

>> On Jan 10, 2024, at 11:07 AM, PlanningCommission <PlanningCommission@bellevuewa.gov> wrote:

>>

>> Hello Olga,

>>

>> Here is the link to submit your application. The applications get processed by the City Clerk's office so please submit them through the link below.

>>

>> [https://www.surveymonkey.com/r/PB-PC2024?utm_medium=email&utm_source=](https://www.surveymonkey.com/r/PB-PC2024?utm_medium=email&utm_source=govdelivery)

>> govdelivery

>>

>> Thank you,

>>

>> Thara Johnson

>> Comprehensive Planning Manager, City of Bellevue

>> tmjohnson@bellevuewa.gov | 425-452-4087 | BellevueWA.gov

>>

>> -----Original Message-----

>> From: olga perelman <olgaap55@yahoo.com>

>> Sent: Monday, January 8, 2024 11:55 AM

>> To: PlanningCommission <PlanningCommission@bellevuewa.gov>

>> Subject: Re: Openings on Bellevue planning commission?

>>

>> [You don't often get email from olgaap55@yahoo.com. Learn why this is

>> important at <https://aka.ms/LearnAboutSenderIdentification>]

>>
>> [EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.
>>
>>
>> Hi Thara -
>> Glad to hear! Is the application process already available on Bellevue's website or should I send my information/interest to you directly?
>> Regards
>>
>> Olga
>>
>>>> On Jan 4, 2024, at 9:12 AM, PlanningCommission <PlanningCommission@bellevuewa.gov> wrote:
>>>
>>> Thank you for your interest in the Planning Commission. We will be moving forward with recruitment this month.
>>>
>>> Sincerely,
>>>
>>> Thara Johnson
>>>
>>> -----Original Message-----
>>> From: olga perelman <olgaap55@yahoo.com>
>>> Sent: Tuesday, December 19, 2023 2:44 PM
>>> To: PlanningCommission <PlanningCommission@bellevuewa.gov>
>>> Cc: Mo Malakoutian <mmalakoutian@yahoo.com>
>>> Subject: Openings on Bellevue planning commission?
>>>
>>> [You don't often get email from olgaap55@yahoo.com. Learn why this
>>> is important at <https://aka.ms/LearnAboutSenderIdentification>]
>>>
>>> [EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.
>>>
>>>
>>> Hi Thara -
>>> With Mo taking a new role as Bellevue elected official (congrats!), is there a new opening on the planning committee? If so, I would appreciate it if you could advise regarding the timing for applications.
>>>
>>> Thanks in advance for your insight!
>>>
>>> Olga
>>

Johnson, Thara

From: Betsi Hummer <betsihummer@yahoo.com>
Sent: Thursday, March 7, 2024 2:48 PM
To: PlanningCommission
Subject: Fw: I am sharing 'ZoningR7-5' with you
Attachments: ZoningR7-5.pdf

You don't often get email from betsihummer@yahoo.com. [Learn why this is important](#)

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FYI R7.5 sounds lovely, but there is hardly any in the City of Bellevue.
There is a lot of R5. R5 can also have townhomes, without any new new zoning...

Betsi Hummer 425.591.4784 betsihummer@yahoo.com

Here is the map I requested to show R7.5 zoned neighborhoods in Bellevue.
Perhaps R7.5 is a popular zoning in other jurisdictions, but not in Bellevue.
I hope you can let me know how you see R7.5 zoning being used throughout Bellevue.
Thanks
Betsi

[Sent from Yahoo Mail on Android](#)

Zoning

Single Family R-7.5

