

## Johnson, Thara

---

**From:** Betsi Hummer <betsihammer@yahoo.com>  
**Sent:** Wednesday, April 10, 2024 11:20 AM  
**To:** PlanningCommission; Ferris, Carolyn; Bhargava, Vishal; avillaveces@bellevuewa.gov; Goepppele, Craighton; Lu, Jonny; Khanloo, Negin; Malakoutian, Mo; Mohammad Malakoutian  
**Subject:** Sunset Ranch Rezoning from Residential to Institutional

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

Hello Commissioners  
Thank you for your service.

I appreciate the acknowledgement of my neighborhood's plight at the last Planning Commission meeting.

I am writing to reiterate my concern that Sunset Ranch and Fir Terrace have been rezoned from R5 residential to Institutional.

I hope that you can prove the public process is alive and well!

Please ask staff, on my behalf, for an complete explanation of how the Environmental Impact Statement came up with the Future Land Use Map two years ago when the Comprehensive Plan studies were begun.

I participated in the EIS meetings, and submitted feedback, but I had no idea my comments could be used to rezone the entire city!

Every time I say "rezone" a staff member says "future land use map".

I hope that confuses you as much as it does me.

I ask that you have Staff explain in layman's terms - argot, vernacular, slang, everyday speech, notjargon - every step of the complex and impactful process of the Comprehensive Plan and how properties will eventually be rezoned.

We all want the Comprehensive Plan and REZONES to be a reflection of the community, rather than a seeming stunt to further a conspiracy theory, such as Staff's personal agenda (of which I am assured does not exist). That can only occur if jargon and planning speak is left off the table, and concrete examples of the impact of these changes is understood by the public and the commission. I fear that if the Future Land Use Map is not thoroughly questioned, it will be rubberstamped as rezones, and the Planning Commission will be responsible for all those changes.

Neighbors in Sunset Ranch and Fir Terrace do not want changes to their zoning. They have been in their homes for decades, plan to be in their homes for decades, and expect the same rights as any other neighborhood. Since Sunset Ranch and Fir Terrace are close to Bellevue College, several bus routes, and subsidized multi family housing, the state-mandated single family zoning changes from HB1110 will have an inordinate impact on our neighborhoods; we do not need help from the City in rezoning.

I understand the reason given is Sunset Ranch and Fir Terrace are included in the Bellevue College Master Plan and therefore, with the College rezone, the City Attorney applied the same undefined Land Use to our neighborhoods. However, Bellevue College has had our neighborhoods in its Master Plan since 1969, and had opportunities to purchase properties and did not. Bellevue College is currently undergoing a new Strategic Plan; our neighborhood zoning should not be dependent on a Master Plan that has not been acted on for over 50 years.

I ask that you have staff detail the differences between Institutional and Single Family Residential, and how current property owners would be impacted by the change, as well as no change. This will help other house owners throughout Bellevue understand what they can and cannot do with their properties, and let us all know the implications of the HB1110 implementation.

Thank you again for your service, and I hope that you will make sure my faith in the public process is maintained.

Betsi Hummer 425.591.4784 [betsihummer@yahoo.com](mailto:betsihummer@yahoo.com)

## Johnson, Thara

---

**From:** Adam Rosen <adam@alcoinvestment.com>  
**Sent:** Wednesday, April 10, 2024 8:41 AM  
**To:** PlanningCommission; Rousseau, Gwen; Johnson, Thara; McDonald, Kevin; King, Emil A.  
**Cc:** Abigail Pearl DeWeese; Mason Ward; Doug Rosen  
**Subject:** Re: Comments on Proposed Bel-Red Comprehensive Plan Policies

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

Dear Chair Bhargava, Vice Chair Goepple, and Commissioners,

Thank you for your continued hard work reviewing Bellevue's Comprehensive Plan update. We own the Safeway Bottling Plant property in Bel-Red that is immediately across 124th from the Spring District and its light rail station that will open later this month. As Bel-Red changes, we hope to be a part of its continued transition to a regional destination and a thriving mixed-use neighborhood.

We have reviewed the proposed Parks and Open Space, Transportation, and Implementation Comprehensive Plan Amendments for Bel-Red. On the whole, we think the proposed updates successfully achieve the Commission's prior direction to "recognize the need for flexibility" and "adopt an all-of-the-above strategy to support new development." We particularly support the added flexibility in implementation of the local street grid reflected in S-BR-81 as we recognize the street grid has been identified by others as a significant barrier to development.

Our own site has excellent proximity to light rail, and will also be adjacent to the future final segment of the Spring Boulevard expansion between 124th and 130th. As you may know, the City has published design alternatives for this Spring Boulevard segment, and expansion design Alternative 1 received by far the most community support in the City's [survey open house last year](#). This design Alternative separates travel modes and provides greenspace for a park-like atmosphere. The proposed Bel-Red policies support this Spring Boulevard design Alternative 1, but are also confusing in that they speak to "open spaces" in the right-of-way that do not clearly tie to the designs the City has shared. We assume the City intends for the "open spaces" associated with Spring Boulevard that are referenced in the policies to reflect the fact that the 124th to 130th segment of Spring Boulevard runs through Bellevue Parks-owned property (the parcels at 12520-12525 NE 14TH ST), and this is an excellent opportunity to connect multimodal users to future parks. We think this makes good sense. But, given competing City interests to see development occur for jobs and housing, we don't think it makes good sense to expand right of ways for significant open spaces along the entirety of the Spring Boulevard. We therefore recommend the following policy clarifications:

New Number	Proposed Text	Suggested Revised Text
S-BR-56:	Develop a series of open spaces adjacent or near the Spring Boulevard multi-modal corridor to accommodate green infrastructure, connect park spaces, create active transportation access between districts, and connect to other trail systems and to light rail stations.	Develop a series of open spaces <u>on Bellevue Parks property</u> adjacent or near the Spring Boulevard multi-modal corridor to accommodate green infrastructure, connect park spaces, create active transportation access between districts, and connect to other trail systems and to light rail stations.
S-BR-79:	Extend Spring Boulevard as a multi-modal corridor that includes	Extend Spring Boulevard as a multi-modal corridor that includes vehicular, transit, and transportation modes to

	vehicular, transit, and transportation modes to serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces, and environmental sensitive design features.	serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces <u>where the road intersects Bellevue Parks property</u> , and environmental sensitive design features.
--	--	--

Thank you again for your service to the City. I look forward to engaging with you further as the Bel-Red Comprehensive Plan Amendments and Look Forward advance.

Sincerely,

Adam Rosen  
Alco Investment Company  
206-349-5391



## Johnson, Thara

---

**From:** Renay Bennett <renaybennett@msn.com>  
**Sent:** Tuesday, April 9, 2024 2:34 PM  
**To:** PlanningCommission; Bhargava, Vishal; Goepppele, Craighton; Khanloo, Negin; Malakoutian, Mo; Ferris, Carolyn; Jonny Lu; Johnson, Thara; King, Emil A.; Kattermann, Michael  
**Subject:** RE: institutional land use rezone of Bellevue College

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

Thanks for letting me know.  
Renay

---

**From:** PlanningCommission <PlanningCommission@bellevuewa.gov>  
**Sent:** Monday, April 8, 2024 2:29 PM  
**To:** Renay Bennett <renaybennett@msn.com>; PlanningCommission <PlanningCommission@bellevuewa.gov>; Bhargava, Vishal <VBhargava@bellevuewa.gov>; Goepppele, Craighton <CGoepppele@bellevuewa.gov>; Khanloo, Negin <NKhanloo@bellevuewa.gov>; Malakoutian, Mo <MMalakoutian@bellevuewa.gov>; Ferris, Carolyn <CFerris@bellevuewa.gov>; Jonny Lu <jonnylu13@gmail.com>; Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>; Kattermann, Michael <MKatterman@bellevuewa.gov>  
**Subject:** RE: institutional land use rezone of Bellevue College

Good Afternoon,

This change is not proposed to apply to other schools, and additional conversation with the Planning Commission on the land use map changes will occur in May and June.

Best Regards,



### Thara Johnson

Comprehensive Planning Manager, City of Bellevue  
[tmjohnson@bellevuewa.gov](mailto:tmjohnson@bellevuewa.gov) | [425-452-4087](tel:425-452-4087) | [BellevueWA.gov](http://BellevueWA.gov)

---

**From:** Renay Bennett <[renaybennett@msn.com](mailto:renaybennett@msn.com)>  
**Sent:** Thursday, March 28, 2024 9:02 AM  
**To:** PlanningCommission <[PlanningCommission@bellevuewa.gov](mailto:PlanningCommission@bellevuewa.gov)>; Bhargava, Vishal <[VBhargava@bellevuewa.gov](mailto:VBhargava@bellevuewa.gov)>; Goepppele, Craighton <[CGoepppele@bellevuewa.gov](mailto:CGoepppele@bellevuewa.gov)>; Khanloo, Negin <[NKhanloo@bellevuewa.gov](mailto:NKhanloo@bellevuewa.gov)>; Malakoutian, Mo <[MMalakoutian@bellevuewa.gov](mailto:MMalakoutian@bellevuewa.gov)>; Ferris, Carolyn <[CFerris@bellevuewa.gov](mailto:CFerris@bellevuewa.gov)>; Jonny Lu <[jonnylu13@gmail.com](mailto:jonnylu13@gmail.com)>; Johnson, Thara <[TMJohnson@bellevuewa.gov](mailto:TMJohnson@bellevuewa.gov)>; King, Emil A. <[EAKing@bellevuewa.gov](mailto:EAKing@bellevuewa.gov)>; Kattermann, Michael <[MKatterman@bellevuewa.gov](mailto:MKatterman@bellevuewa.gov)>; [m.katterman@bellevuewa.gov](mailto:m.katterman@bellevuewa.gov)  
**Subject:** institutional land use rezone of Bellevue College

**[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, et al.,

I was recently made aware of this proposed change. Will this change be copied to other school uses?

Thank you for your time,  
Renay

## Johnson, Thara

---

**From:** James Lauinger <jlauinger@msn.com>  
**Sent:** Tuesday, April 9, 2024 11:04 AM  
**To:** PlanningCommission  
**Subject:** Affordable Housing

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

Hello Commissioners,

Bellevue is a city without firm, mandated policies for developers of rental housing. The building boom of the past decade has not added the units needed to abide by the Growth Management Act's (GMA) recommendations, thus Bellevue is dramatically short in units at 30%-50% AMI. Meanwhile Bellevue's job creation, the second largest in the state, outpaced housing, with 1.6 new jobs to 1 new house, thus adding to the startling statistic that 89% of our workforce commute daily to locations outside of the city, and escalating housing prices and rents throughout the city. (Page 38, 39 Housing Needs Assessment, (NHA) of December 2022.)

The service sector provides 62% of all jobs in Bellevue. Except for Redmond, this is higher than in King County, Seattle, and other nearby communities. Additionally, nearly a third of these jobs are in food service, sales, and office and administrative services, all below \$50,000 median annual wage. (HNA pgs.39-41 &78)

The GMA requires King County to monitor growth policies and planning requirements for absorbing both jobs and housing. In 2021, GMA instructed local governments to plan and accommodate for housing at all income levels. Bellevue's target for new jobs by 2044 is listed as 70,000, and new housing units as 35,000. (HNA p.12-13)

Recognizing Bellevue's existing deficiencies, GMA recommends the of the 35,000 new unit, 6,820 be at 30% AMI, 3,646 at 30%-50% AMI, and 3,887 at 51%-80% AMI for a total of 14,353 units, or 41% of the recommended total of 15,000. (HNA p.78)

Bellevue, however cannot possibly achieve this goal without initiating a mandatory affordable housing policy that demands developers set aside 10%-15% of the total units to be developed targeting the 30%-60% AMI residents. There are many tools available to do this already, we just need to make it a mandated policy for units that are constructed for a term of 50 years or for the life of the building.

If both Redmond and Kirkland can successfully do this, why cannot Bellevue?

Thank you,

Jim Lauinger

BDAN Member, and Liaison to the CCC Committee

He/Him  
425 822-7741

## Johnson, Thara

---

**From:** PlanningCommission  
**Sent:** Monday, April 8, 2024 2:29 PM  
**To:** Renay Bennett; PlanningCommission; Bhargava, Vishal; Goeppele, Craighton; Khanloo, Negin; Malakoutian, Mo; Ferris, Carolyn; Jonny Lu; Johnson, Thara; King, Emil A.; Kattermann, Michael  
**Subject:** RE: institutional land use rezone of Bellevue College

Good Afternoon,

This change is not proposed to apply to other schools, and additional conversation with the Planning Commission on the land use map changes will occur in May and June.

Best Regards,



### Thara Johnson

Comprehensive Planning Manager, City of Bellevue  
[tmjohnson@bellevuewa.gov](mailto:tmjohnson@bellevuewa.gov) | [425-452-4087](tel:425-452-4087) | [BellevueWA.gov](http://BellevueWA.gov)

---

**From:** Renay Bennett <renaybennett@msn.com>  
**Sent:** Thursday, March 28, 2024 9:02 AM  
**To:** PlanningCommission <PlanningCommission@bellevuewa.gov>; Bhargava, Vishal <VBhargava@bellevuewa.gov>; Goeppele, Craighton <CGoeppele@bellevuewa.gov>; Khanloo, Negin <NKhanloo@bellevuewa.gov>; Malakoutian, Mo <MMalakoutian@bellevuewa.gov>; Ferris, Carolyn <CFerris@bellevuewa.gov>; Jonny Lu <jonnylu13@gmail.com>; Johnson, Thara <TMJohnson@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>; Kattermann, Michael <MKatterman@bellevuewa.gov>; m.katterman@bellevuewa.gov  
**Subject:** institutional land use rezone of Bellevue College

**[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, et al.,

I was recently made aware of this proposed change. Will this change be copied to other school uses?

Thank you for your time,  
Renay

## Johnson, Thara

---

**From:** Jessica Clawson <jessica@mhseattle.com>  
**Sent:** Monday, April 8, 2024 1:32 PM  
**To:** PlanningCommission; Johnson, Thara; King, Emil A.  
**Cc:** Campbell Mathewson  
**Subject:** Letter to Planning Commission 4-8-24--Sternoff comments  
**Attachments:** Letter to Planning Commission 4-8-24.pdf

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

Planning Commission, Thara, and Emil—

Please see comments related to the Bel-Red discussion from Sternoff LLC. We are hopeful you will consider the net ecological benefit new development can provide (particularly when compared to existing conditions in Bel-Red), as you consider these policies moving ahead. Let me know if you have any questions. Thanks.

April 7, 2024

Planning Commission  
City of Bellevue  
450 110<sup>th</sup> Avenue NE  
Bellevue, WA 98004

*Via E-Mail*

[PlanningCommission@bellevuewa.gov](mailto:PlanningCommission@bellevuewa.gov)

**Re: 04.10.2024 Study Session regarding the BelRed Look Forward CPA: Environmental Policy, Park and Open Space, and Transportation Policy Amendments**  
*Comments from Sternoff LLC*

Dear Planning Commission,

Thank you for your good work pursuing updates to the Comprehensive Plan and efforts to engage the public. Our client, the Sternoff family, owns approximately 2.7 acres located at 1750 124<sup>th</sup> Avenue NE (“Sternoff Property”) in the heart of the BelRed study area (see Exhibit A). The site is nearly 100% impervious surface with a mix of industrial buildings built in the 1980s and vast surface parking to support it. The Sternoff Property is less than 1,000 feet from the Spring District Light Rail Station and there is a real opportunity to provide dense residential development in a manner that also improves the ecological function of the site. As you consider changes to the Comprehensive Plan, we offer the following comments.

Throughout the city’s SEPA process, through the end of the DEIS comment period on June 12, 2023, the Sternoff Property was identified with the proposed zoning designation of BR-RC-H-2 providing for the potential to build residential towers up to 25 stories in height. Since this approach provides the best opportunity to build density within 1,000 feet of light rail, while also reducing impervious surface, we were and remain supportive of this effort. As noted in the letter from CMRE Partners, on behalf of the Sternoff family, on June 23, 2023 (attached), we were concerned that on June 16, 2023 a new map emerged showing the Sternoff Property as RB-RC-H-1 which reduced the proposed height to 16 stories. However, we are now heartened to see the more recent comprehensive plan maps which designate the Sternoff Property as “FUTURE\_LU Highrise Residential Mixed Use.”

	<b>Highrise Residential Mixed Use</b>	<i>The purpose is to provide primarily housing with a mix of retail, service, office and uses that compliment with a focus on housing at a high scale and density.</i>	<u>EIS</u> <ul style="list-style-type: none"><li>• BR-RC-H-1 – BelRed Residential-Commercial, Highrise 1</li><li>• BR-RC-H-2 – BelRed Residential-Commercial, Highrise 2</li><li>• RC-H-1 – Residential-Commercial, Highrise 1</li><li>• RC-H-2 – Residential-Commercial, Highrise 2</li></ul>
--	---------------------------------------	--	--

We also appreciate staff's indication that since the H-2 designation was evaluated during the SEPA process that such a designation would be acceptable in the final zoning.

As it relates to the recommended environmental policy, open space, and transportation policy amendments, we remain very supportive of many provisions. For example, we strongly support:

- New S-BR-2: "Minimize the environmental impacts of population and employment growth and leverage opportunities provided by redevelopment to improve ecological function and resilience."
- New S-BR-51: "Develop parks, trails and open spaces of various sizes and types in different settings to allow for a diversity of complementary activities that meet the broad park and recreation needs of BelRed's residents, workers, and visitors."
- New S-BR-78: "Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation network that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region."

As you evaluate additional revisions to the Comprehensive Plan, we ask that you consider the following:

- Provide additional incentives to redevelopment in the BelRed subarea that will result in net benefit to ecological function.
- Provide flexibility in the Critical Areas Ordinance to address site-specific conditions. Such flexibility could include wetland and stream buffer averaging, steep slope relief (particularly for human-made slopes), and deviation from requirements if the net ecological benefit is improved.
- For New Policy S-BR-54, consider revising as follows: "Along the West Tributary, develop parks using city-owned land and expand parks and open space land in the corridor."

Regarding the Sternoff Property, redevelopment of the site into tall residential towers will provide density within walking distance to the light rail station and, at the same time, it will significantly reduce the impervious footprint of the site, resulting in a far better ecological condition than existing. Left undeveloped, the site remains nearly three acres of industrial concrete in the heart of the BelRed corridor.

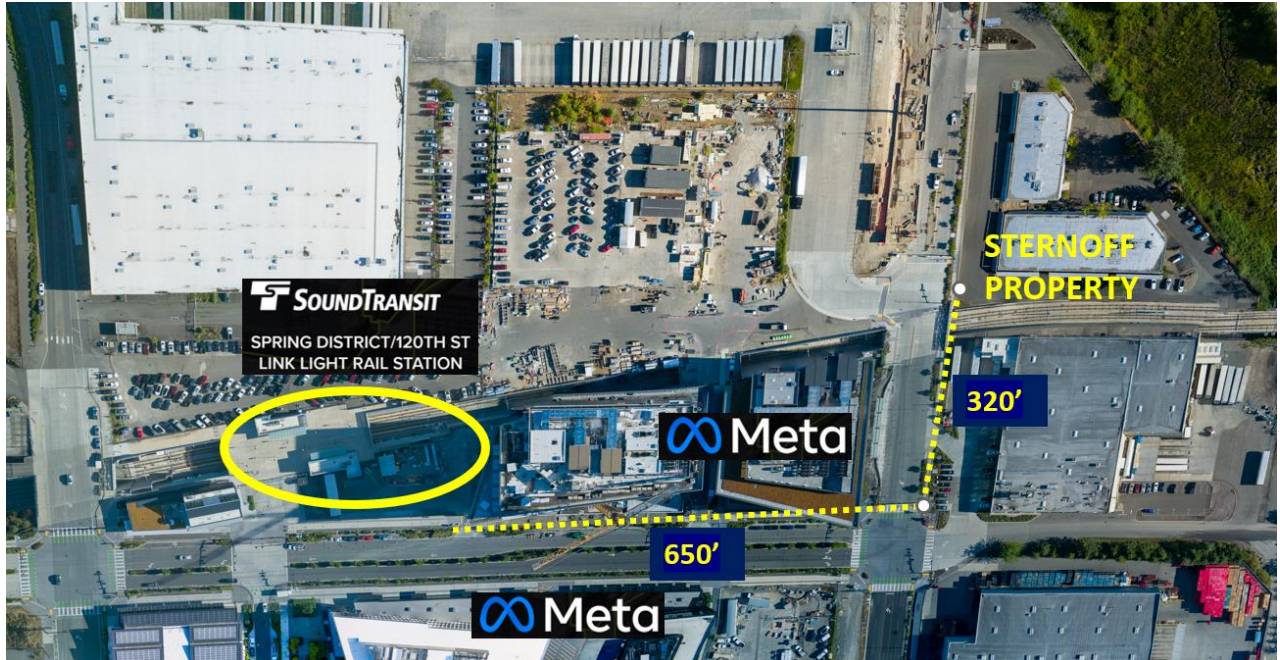
We look forward to continuing to work with the City of Bellevue on the next stages of the Comprehensive Plan Periodic Update. Please do not hesitate to reach out to us if you have any questions. Thank you for your consideration.

Sincerely,

/s

Jessica Clawson

Exhibit A





## Johnson, Thara

---

**From:** Mariya Frost <mariya.frost@kemperdc.com>  
**Sent:** Monday, April 8, 2024 10:55 AM  
**To:** PlanningCommission  
**Cc:** Mo Malakoutian; Kevin Wallace  
**Subject:** KDC/WPI comment on S-BR-54  
**Attachments:** KDC WPI Request to Maintain and Amend Policy S-BR-54 121123 (Executed).pdf; KDC WPI Letter to Transportation Commission S-BR-54.pdf

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

Chair Bhargava and Commissioners,

Last December, Kemper Development and Wallace Properties submitted a joint letter asking that you **please retain and clarify Bel-Red Subarea Plan Policy S-BR-54**. I have attached it again for your review for this week's Planning Commission meeting. We followed up with written comment on this policy to the Transportation Commission in March to address additional reasons staff provided for repealing the policy (also attached).

S-BR-54 states (new language underlined): "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 staff rationale for repealing this policy is inadequate, as the language is unique (not redundant or found in any other listed policy) and covers *why* arterials should be built.

It is critical that Bellevue continue to invest in arterial road improvements throughout Wilburton and Bel-Red for the explicit purpose of accommodating and serving the travel demand the City is planning for.

As Deputy Mayor Malakoutian observed in a March 25<sup>th</sup> Council meeting, it is unclear how even our current road capacity will accommodate planned density, so arterial lane removal should be a "last, last, last resort." We agree and believe arterial road lanes should not only be preserved, but should continue to be designed and maintained to serve travel demand created by future density and growth. This policy should remain an important part of the City's comprehensive planning efforts in the coming years.

Thank you very much for your consideration.

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](mailto:mariya.frost@kemperdc.com)  
[www.bellevuecollection.com](http://www.bellevuecollection.com)





March 13, 2024

City of Bellevue  
Transportation Commission  
450 110<sup>th</sup> 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.

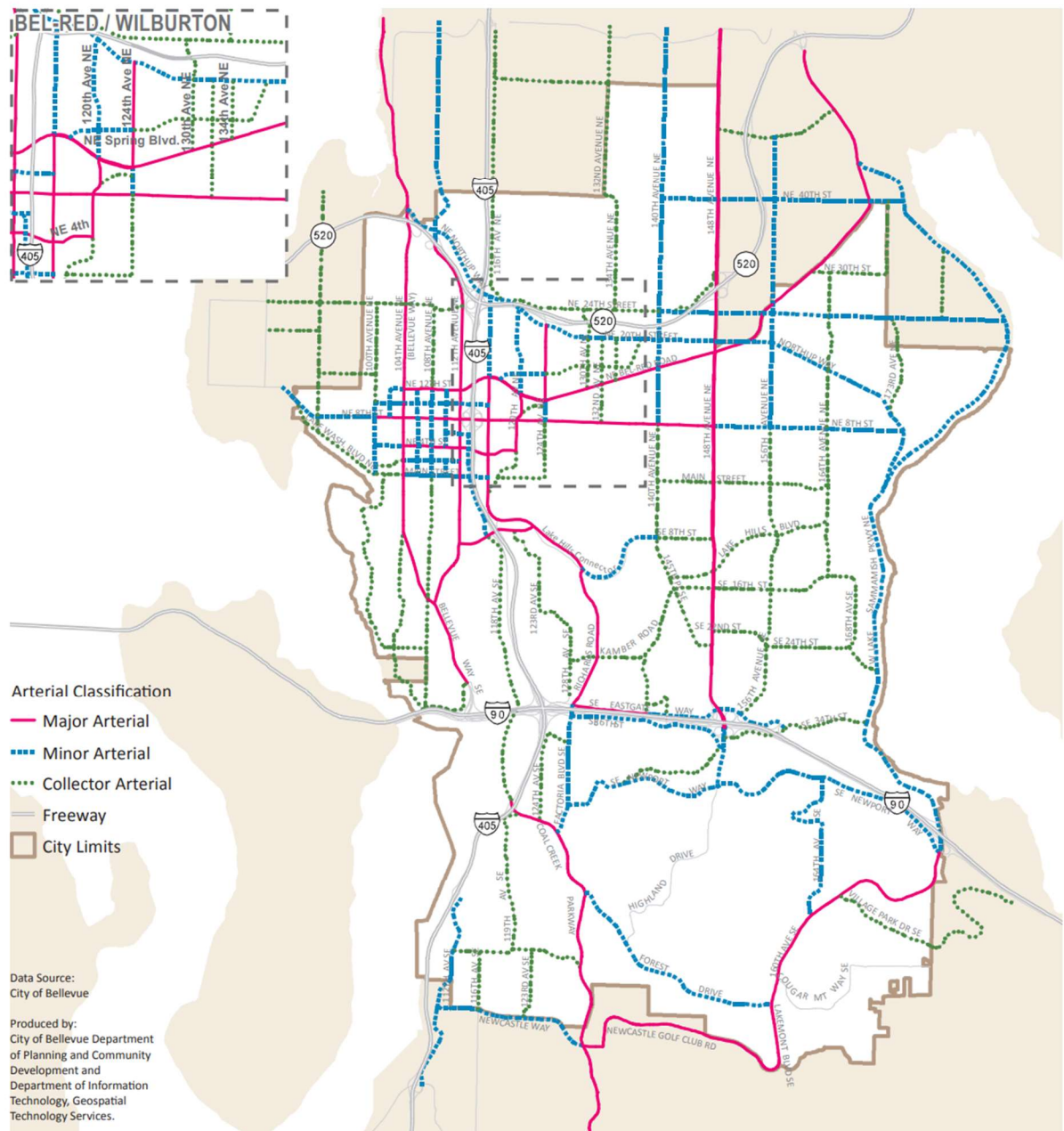
Sincerely,

Mariya Frost  
Transportation Director  
Kemper Development Company

Kevin Wallace  
President  
Wallace Properties, Inc.

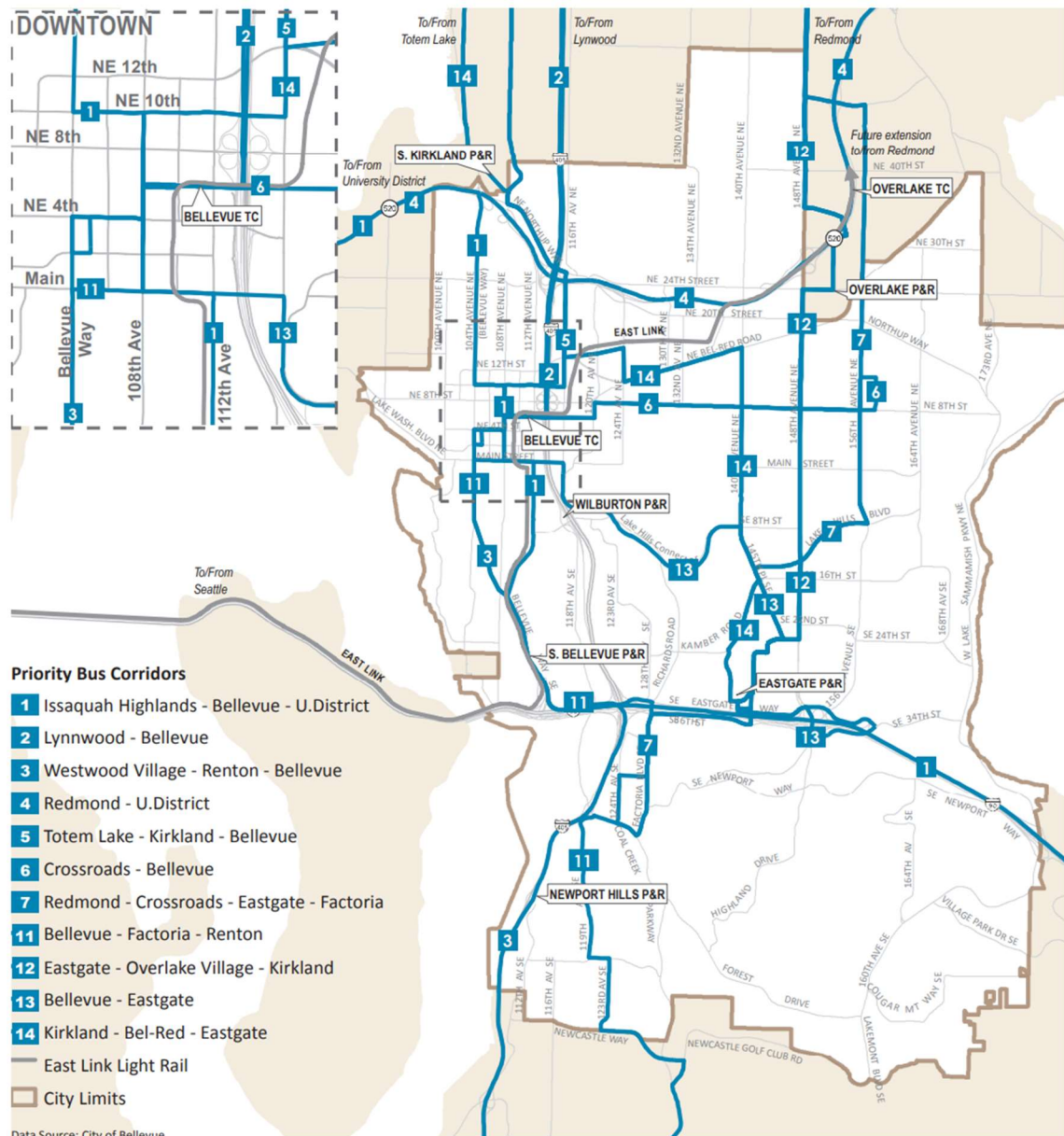
**Map TR-2. Arterial Functional Classifications – Existing and Planned Arterials**

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.







December 11, 2023

City of Bellevue  
Planning Commission  
450 110<sup>th</sup> Avenue NE  
Bellevue, WA 98004

RE: Item 8.c. of December 13 Planning Commission Meeting Agenda  
Comprehensive Plan Amendments for the BelRed Look Forward  
Request to Maintain and 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 "The design of arterials and local streets is provided for in the citywide Transportation Design Manual. Bel-Red-specific design components are included in the Bel-Red Streetscape Plan (This is Appendix B to the 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." If this is the only reason to eliminate Policy S-BR-54, there should be no objection to maintaining the existing policy in the Subarea Plan to reflect the fact that maintaining and expanding the system is important.

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 12<sup>th</sup> Street, 120<sup>th</sup> Ave. NE and 124<sup>th</sup> 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 expending 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...

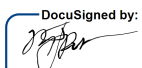
**5. Serve citywide and regional travel demand.**

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

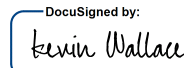
As to the proposed amendment, it is evident from the context and other sections of the document that when drafting the original Subarea Plan, the Commission, Council and City staff saw maintaining Bel-Red’s existing arterial roads as a given. It still should be, but it has become apparent that the Comprehensive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

Thank you for considering our comments.

Sincerely,

DocuSigned by:  
  
 37523C59F0C44E...  
 Mariya Frost

Transportation Director  
 Kemper Development Company

DocuSigned by:  
  
 BF7216AA9DA547C...  
 Kevin Wallace  
 President  
 Wallace Properties, Inc.

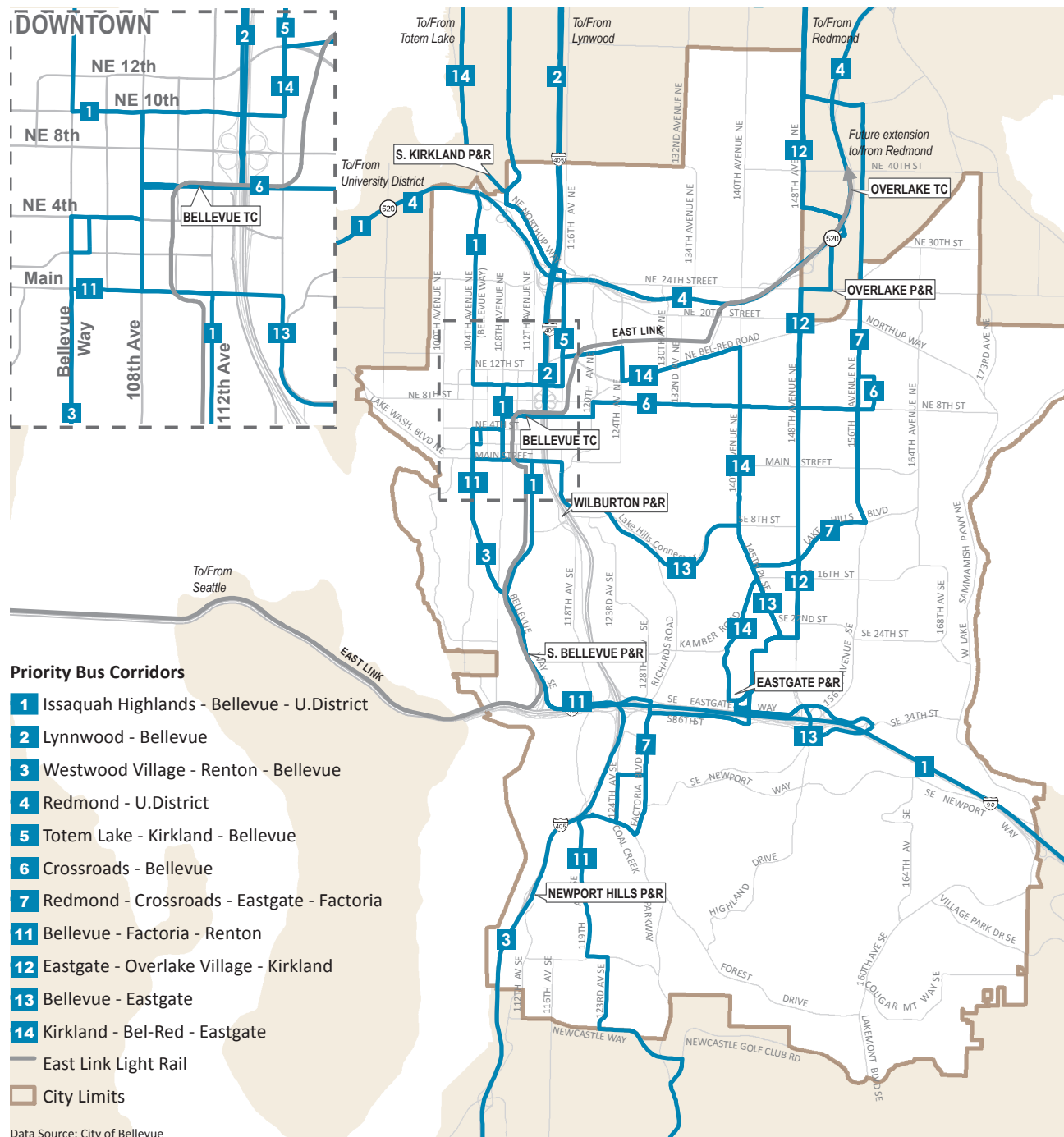
This map shows the functional classifications of the arterial-street system in Bellevue. Refer to the Glossary for Functional Classification definitions.





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.



**From:** [Barb Braun](#)  
**To:** [Robinson, Lynne](#); [Council](#); [PlanningCommission](#)  
**Cc:** [Court Olson](#); ["April Stevens"](#); [pbruno3@comcast.net](mailto:pbruno3@comcast.net); [AA](#); [Cameron Barajas](#); [Alice Meng](#); [Irene Budlong](#); [Barb Braun](#)  
**Subject:** Bellevue Leadership: Remond Climate Change and Resiliency Element  
**Date:** Thursday, April 11, 2024 9:00:57 AM  
**Attachments:** [Redmond Comp Plan Climate Element.pdf](#)

---

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

Hello Mayor, City Council and Planning Commission,

People For Climate Action would like to share these thoughts with you.

---

**Sent:** Wednesday, April 10, 2024 3:28 PM

**To:** Kattermann, Michael <mkatterman@bellevuewa.gov>; Emil A. King <eaking@bellevuewa.gov>; Ewing, Jennifer <jewing@bellevuewa.gov>; Justus Stewart <JuStewart@bellevuewa.gov>; tmjohnson@bellevuewa.gov; citymanager@bellevuewa.gov

**Subject:** Remond Climate Change and Resiliency Element

Hello City Leaders,

In case you have not seen it, we want to share - on an FYI basis, that Redmond has moved ahead in elevating climate action by implementing a separate Climate Change and Resiliency Element in their 2024 Comp Plan. They are doing this in 2024 rather than waiting for the state's 2029 deadline in recognition that climate action is urgent and must be a key strategic focus that permeates all of Redmond City government as well as elevates climate action awareness, importance, and urgency in the eyes of all community stakeholders – both residents and businesses. By moving forward now to comply with state requirements,\* Redmond is demonstrating it is responding to very high public (80%) concern about climate change and taking decisive and broad reaching action.

Given our increasing climate emergency, it is imperative that Bellevue take very bold steps in 2024 to accelerate community-wide efforts to cut GHG emissions. Due to the required scale and scope of the emissions cutting work yet to be launched, as well as the number of years it will take to achieve results, there is no question 2024 will be a make-or-break year for reaching the Council's 2030 and 2050 GHG reduction commitments. If these actions are not launched this year, it is almost certain the 2030 and 2050 targets will be missed.

People For Climate Action continues to advocate that Bellevue elevate to the greatest extent possible climate action by making it a key strategic focus that permeates all of Bellevue City government as well as elevates climate action awareness, importance, and urgency in the eyes of all community stakeholders. As this elevation requires both short and long term focus, we recommend Bellevue to:

1. Fully separate out the Climate Change and Resiliency Element in the 2024 Comp Plan; and
2. Make SUSTAINABILITY more than a stated value of the City and elevate *reaching our 2030 and 2050 greenhouse gas reduction commitments* to a standalone strategic priority in the 2024-2026 update of the [Bellevue City Council 3-year Priorities 2021-2023](#).

Let's Lead! Thank you!  
People For Climate Action

\* Comprehensive Plan requirements: RCW 36.70A.070 (9) requires a climate change and resiliency element that is designed to result in reductions in overall greenhouse gas emissions and that must enhance resiliency to and avoid the adverse impacts of climate change.

# Climate Resilience and Sustainability Element

## Vision Statement

In 2050 Redmond will be a place where all community members and the environment can thrive, are resilient to the impacts of climate change, and City operations and the community have achieved carbon neutrality.

Redmond will be known as a community that develops sustainability programs with equity at the core; prioritizing the needs of community members most vulnerable to climate change, and those with disproportionate exposure to environmental injustice. By doing so, Redmond produces climate solutions that meet the needs of everyone in the community and it has dismantled disparities that were once common.

Redmond will be powered by clean, renewable electricity. Solar panels will provide clean distributed energy for community members and heat pumps will be in every home, providing sustainable heating and cooling for all.

Redmond will be a healthy and vibrant community with walkable neighborhoods, an integrated and electrified transportation system, and bikes and mobility devices serving all community members. Any cars on the road will be quiet and clean zero emissions vehicles, powered by renewable electricity from the grid.

Redmond will be a city leading by example, demonstrating climate and environmental solutions within City operations to showcase the benefits and lessons learned from early and meaningful action.

### Comprehensive Plan requirements:

RCW 36.70A.070 (9) requires a climate change and resiliency element that is designed to result in reductions in overall greenhouse gas emissions and that must enhance resiliency to and avoid the adverse impacts of climate change.

Requirements include:

#### A greenhouse gas emissions reduction sub-element that:

- (A) Results in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state;
- (B) Results in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state; and
- (C) Prioritizes reductions that benefit overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice.

#### A resiliency sub-element that

- (A) Identifies, protects, and enhances natural areas to foster resiliency to climate impacts, as well as areas of vital habitat for safe passage and species migration;
- (B) Identifies, protects, and enhances community resiliency to climate change impacts, including social, economic, and built environment factors, that support adaptation to climate impacts consistent with environment justice.
- (C) Address natural hazards created or aggravated by climate change, including sea level rise, landslides, **flooding, drought, heat, smoke, wildfire**, and other effects of changes to temperature and precipitation patterns.

This work will be done in close partnership with the community, non-profit organizations, other jurisdictions, businesses, and partners. Redmond will be known as a collaborator and innovator.

The solutions to meet our environmental and sustainability goals are here, and Redmond is taking rapid action to reduce emissions to net zero, increase resiliency, expand tree canopy and habitat, and support community members at risk for environmental and climate change impacts. Together, our efforts help create a healthy and thriving environment for all generations.

## Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity and inclusion, resiliency, sustainability.

Equity and Inclusion	Resiliency	Sustainability
<ul style="list-style-type: none"><li>• FW-CR-1</li><li>• CR-2</li><li>• CR-3</li><li>• CR-6</li><li>• CR-7</li><li>• CR-9</li><li>• CR-13</li></ul>	<ul style="list-style-type: none"><li>• Section B - Resilience Sub-element</li></ul>	<ul style="list-style-type: none"><li>• CR-4</li><li>• CR-5</li><li>• CR-8</li><li>• CR-10</li><li>• Section C - Greenhouse Gas Reduction Sub-element</li></ul>

## Existing Conditions

### Background

Preserving and protecting the environment is a top priority in Redmond. Residents and community members have volunteered thousands of hours to plant trees and enhance natural spaces, leaders in Redmond's business community are working to achieve bold clean energy and climate commitments, and the City has reduced energy use and preserved natural resources. Against this backdrop, our climate is rapidly changing, and the science is clearer than ever: now is the time for bold climate action.

In 2014, Redmond developed the Climate Action Implementation Plan, the City's first strategic plan to reduce community greenhouse gas emissions and integrate sustainability practices into City operations. Redmond built on this work with the adoption of the 2020 Environmental Sustainability Action Plan (ESAP) to unify the City's various strategic planning efforts and create a cohesive sustainability strategy. The ESAP is Redmond's functional plan and roadmap to preserve its natural resources and create a healthy, equitable, and resilient community for all.



## Current Conditions

While community greenhouse gas (GHG) emissions have declined over time on a per-capita basis, total community emissions have increased and are projected to increase further due to a growing population. According to Redmond's 2022 greenhouse gas inventory, 81% of Redmond's GHG emissions stem from three sources: residential energy use, commercial energy use, and transportation. In 2017, Redmond's GHG emissions footprint was the second highest since Redmond began calculating emissions, but has since declined. Emissions in 2022 were more than 10% below the 2011 baseline, putting Redmond on track to meet its 2030 targets.

## Future Projections

Under the business-as-usual scenario, Redmond can expect to see more cars on the road, more energy used by buildings, and more waste in our landfills. These future climate impacts will adversely affect the region's economies, cultural heritage, infrastructure, and public health. Addressing these risks will require urgent and significant investments in resilience and sustainability strategies that enhance local adaptive capacity.

The Environmental Sustainability Action Plan sets Redmond on a path to reduce emissions to net zero by 2050 and create a healthy, equitable and resilient Redmond for all. Focusing our efforts now on impactful and meaningful opportunities to address environmental impacts and foster resilience to future environmental changes will pay dividends as we work towards our goals.

## Relationship to other Elements in the Comprehensive Plan

This element serves as the primary source of policies related to the City's comprehensive planning efforts to reduce greenhouse gas emissions over the next planning cycle as well provide a framework for climate resiliency efforts. In addition, other elements of the comprehensive plan also support and provide policy guidance on the city's efforts. These can be found in the following elements:

- Capital Facilities
- Utilities
- Land Use
- Transportation
- Parks, Arts, Recreation, Culture and Conservation (PARCC)
- Natural Environment

## Policies

Redmond's resilience, greenhouse gas reduction, and general sustainability efforts are guided by the policies in the Climate Resilience and Sustainability Element. The element has the following basic functions:

- General policies to provide a framework for the City's sustainability and climate programming;
- A Resilience sub-element with policies to increase community resilience to climate change; and
- A Greenhouse Gas Reduction sub-element with policies to guide efforts to meet the City's GHG targets.

### A. General Policies

The policies in this section provide a framework for the City's sustainability and climate programming.

- FW-CR-1    Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.
- CR-1    Maintain the Environmental Sustainability Action Plan to achieve a target of reducing greenhouse gas emissions, compared to a 2011 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions (as defined by the state) through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time, as well as progress towards adopted goals, and re-align as needed with the latest international climate science that aims to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.
- CR-2    Prioritize equitable City investments, policies, programs, and projects so vulnerable and underserved communities lead the clean energy transition and are resilient to climate change.
- CR-3    Integrate climate action into City planning efforts to incorporate climate mitigation, adaptation, and climate equity into plans, processes, and procedures that reduce climate change vulnerabilities and increase climate resilience.
- CR-4    Ensure that climate resiliency and sustainability policies and growth and development pattern policies are mutually re-enforcing, with a long-range focus on equity.
- CR-5    Align budget and procurement decisions in support of climate and sustainability goals.

- CR-6 Partner with regional organizations and underserved communities to equitably advance programs and policies to achieve net zero greenhouse gas emissions and resilient communities.
- CR-7 Conduct inclusive outreach and engagement to ensure diverse perspectives that reflects the impacts, needs, and climate solutions of the Redmond community.
- CR-8 Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

### B. Resilience Sub-element policies

The policies in this sub-element provide a framework for the City's efforts to increase community resilience to climate change. The policies are organized to align with the findings of the 2022 Climate Vulnerability Assessment and Strategy.

- FW-CR-2 Ensure City services, infrastructure, and community members are resilient to climate impacts.

#### General Policies

- CR-9 Periodically update the Redmond Climate Vulnerability and Risk Assessment. Support enhanced data collection for hazards and vulnerable populations to provide a refined understanding of Redmond's risks.
- CR-10 Account for climate change impacts when planning, siting, designing, specifying building materials, and operating capital facility, utility, and infrastructure projects.
- CR-11 Integrate local climate impact risk assessment findings and climate projections into hazard mitigation planning and other strategic plans.
- CR-12 Factor climate impacts into the planning of operations and coordination of preparedness, response, and recovery activities.

#### Extreme Heat

- CR-13 Develop and implement an urban heat resilience strategy in collaboration with regional partners that includes heat mitigation and management actions to prepare for and respond to chronic and acute heat and humidity risk in the community. The strategy should be informed by urban heat island mapping and may include coordinated efforts such as cooling centers, early warning systems, development regulations, and energy grid resilience.
- CR-14 Provide community education and outreach on extreme heat, humidity, and air quality risks. Identify communities disproportionately impacted by extreme heat events and



develop and prioritize equitable distribution of resources for the community to stay safe during extreme heat, humidity, and poor air quality events.

- CR-15 Review and update development regulations to encourage the use of passive cooling approaches to reduce urban heat island effects. Advance energy efficient cooling technologies, reflective or vegetated roofs, and the integration of trees, landscaping, and green space to help reduce the health effects of extreme heat on vulnerable populations.

### Wildfire and Smoke

- CR-16 Develop and maintain a wildfire protection plan consistent with the most current Washington State Wildland Fire Protection 10-Year Strategic Plan and King County Wildlife Risk Reduction Strategy.
- CR-17 Provide community education and outreach on wildfire smoke mitigation best management practices. Ensure outreach is accessible and prioritizes vulnerable communities, including those who work outside.
- CR-18 Work with community partners and overburdened communities to establish resilience hubs that can serve as clean air shelters for use by the public during wildfire smoke events.
- CR-19 Support forest health improvements to reduce wildfire risk and expand public awareness campaigns on wildfires by providing community education and outreach on wildfire mitigation and expand household-level wildfire mitigation assistance.

### Extreme Precipitation

- CR-20 Work with community partners to identify and address the impacts of climate change on the city's ground, stormwater, and surface water systems.
- CR-21 Retrofit undersized stormwater infrastructure and install infrastructure in areas with uncontrolled runoff to improve flow control and water quality. Prioritize locations that provide the most benefit and are most vulnerable to extreme precipitation climate impacts.
- CR-22 Protect, enhance, and restore flood storage and conveyance, and the ecological functions and values of floodplains, wetlands, and riparian corridors.
- CR-23 Update development regulations in response to climate change for stormwater facility sizing, low-impact development, adopt nature-based solutions, and minimize impervious surface areas in private development and city capital improvements.

### Drought

- CR-24 Proactively manage water resources sustainably in the face of climate change through conservation and regional collaboration to ensure a resilient water system.
- CR-25 Develop and implement a comprehensive water resilience and water use reduction strategy that factors in projected climate impacts to proactively protect and preserve water quality and quantity from drought, extreme heat, and other hazards exacerbated by climate change.
- CR-26 Coordinate and support public education by utility providers that raises awareness of the need for water conservation and empowers individuals across diverse audience segments to take action.

### C. Greenhouse Gas Reduction Sub-element policies

The policies in this section provide a framework for the City's efforts to reduce greenhouse gas emissions. The policies are organized to align with the strategies and actions identified in the Environmental Sustainability Action Plan.

- FW-CR-3 Accelerate actions to eliminate greenhouse gas emissions and reduce per capita vehicle miles traveled (VMT).

### Transportation and Land Use

Transportation and land use are critical elements of a sustainable, livable, equitable, and accessible Redmond. Transportation contributed to approximately 23% of Redmond's community 2022 GHG emissions. This section identifies policies that promote and support alternative transportation, improve land use planning, and encourage use of clean and energy-efficient vehicles.

- CR-27 Transition the City's fleet away from fossil fuels to clean alternatives such as electric vehicles.
- CR-28 Achieve a 50% reduction in per capita vehicle miles traveled (VMT) from 2017 levels by 2050.
- CR-29 Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the city, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- CR-30 Promote dense, mixed-use, and transit-oriented developments (TOD) through incentives or requirements for transportation demand management (TDM) measures,

including minimizing parking structures in favor of transit, rideshare, walking, and biking.

- CR-31 Implement and enforce commute trip reduction programs and partner with transit agencies to expand, maintain, and enhance multimodal transit services and related facilities, including better first mile/last mile access to transit. Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (such as bike share, scooter share, or car share) and maintain affordability of services.

### Buildings and Energy

Buildings and energy represent the largest source of GHG emissions in Redmond—accounting for about 65% of total 2022 emissions. The largest sources within this sector are from commercial electricity and residential natural gas consumption, largely used for heating, cooling, and powering appliances and equipment. The large contributions from this sector reveal an opportunity for renewable energy and energy efficiency measures to dramatically reduce Redmond's community GHG emissions. Renewable energy sources are clean, inexhaustible, and increasingly cost competitive. Investing in solar, wind, and other advanced forms of energy generation can also create local jobs, support economic development, and reduce air pollution.

- CR-32 Achieve net-zero energy buildings for new construction.
- CR-33 Reduce existing building energy use and improve energy resilience by advancing residential, commercial, and municipal energy efficiency efforts. Prioritize programming for low-income and traditionally marginalized communities.
- CR-34 Support, develop, and implement building and energy codes and policies that reduce energy waste, reduce the embodied carbon of materials, reduce stormwater runoff, phase out natural gas use, and expand clean energy.
- CR-35 Support the transition of utility energy fuel mixes to renewable sources to achieve 100% renewable energy for the community.
- CR-36 Expand local onsite renewable energy production and storage on public and private properties across the city through policy, incentive programs, partnerships, and installations at municipal facilities.
- CR-37 Promote, support, and increase the use of clean, renewable energy technologies through state policy advocacy; supporting the development and use of innovative technologies such as battery storage and on-site renewable energy; and providing incentives for development that incorporate clean energy technologies.



- CR-38 Advocate for increased grid reliability through utility regulatory rulemaking, legislation, and technologies that support demand response, storage, and other clean technologies that reduce peak load and provide grid flexibility.
- CR-39 Implement the City of Redmond Operations Zero Carbon Strategy to decarbonize and achieve carbon neutrality for city facilities, operations, and services.
- CR-40 Work with Puget Sound Energy, its successor, and other energy providers, to expand grid storage and peak pricing solutions to increase grid resilience.

### Natural Environment/ Sequestration

Sustainability priorities within the city's natural systems include protection and enhancement of native habitats and tree canopy and improvements to water quality, natural drainage systems, habitat quality, and green spaces. Increased urbanization paired with climate change will continue to threaten Redmond's natural systems by impacting their ability to provide water, stormwater treatment, recreation, and carbon sequestration.

- CR-41 Encourage the use of natural systems to store and sequester carbon through policies and programs in the Land Use, Natural Environment, and PARCC Elements that protect, restore, and enhance open space, forests, wetlands, and farmland.

### Materials Management and Waste

Although the disposal of solid waste only contributes approximately 2% of Redmond's community GHG emissions, the upstream impacts of goods and services we consume as a society can be significant. Because the City cannot directly influence how goods are produced outside of Redmond, diverting more waste away from the landfill is one of the most direct strategies Redmond can focus on to reduce the environmental impacts of the city's consumption. Furthermore, without current state and federal policies in place to incentivize waste reduction, action at the local level is especially impactful. Strategies and actions in this sector focus on managing and reducing waste generation, increasing waste diversion, and encouraging recycling and composting activities.

- CR-42 Update municipal solid waste policies and programs to encourage waste prevention and take-back programs, maximize diversion and material reuse, ensure efficient collection routes, and promote hybrid and electric vehicles to transport and collect waste.
- CR-43 Develop, implement, and enforce construction and demolition (C&D) recycling and deconstruction policies and programs.
- CR-44 Support extended producer responsibility (EPR) related policies and actions that require companies that make consumer products to fund the residential recycling

system and that ensure that packaging and paper products are minimized and recycled.

DRAFT

**From:** [Krueger, Morgan \(DFW\)](#)  
**To:** [PlanningCommission](#); [Gallant, Kristina](#)  
**Cc:** [Berejikian, Marian \(DFW\)](#); [Whittaker, Kara A \(DFW\)](#); [Stapleton, Timothy R \(DFW\)](#); [Reinbold, Stewart G \(DFW\)](#); [McCoy, Catherine \(COM\)](#); [Dykstra, Jesse F \(DFW\)](#)  
**Subject:** The City of Bellevue Tree Canopy Ordinance Comments  
**Date:** Thursday, April 11, 2024 3:32:12 PM  
**Attachments:** [image001.png](#)  
[WDFW Bellevue Tree Canopy Comments.pdf](#)

---

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

Hi Kristina,

Thank you for receiving and reviewing WDFW's comments (attached) as they relate to Bellevue's updated Tree Canopy Code amendments. Let me know if you have any questions or need for any technical assistance.

Thank you,



Morgan Krueger (she/her)  
Regional Land Use Planner, Habitat Division  
Washington Dept. of Fish and Wildlife  
Region 4

[Morgan.Krueger@dfw.wa.gov](mailto:Morgan.Krueger@dfw.wa.gov)

425-537-1354



State of Washington

## Department of Fish and Wildlife, Region 4

Region 4 information: 16018 Mill Creek Blvd, Mill Creek, WA 98012 | phone: (425)-775-1311

April 11, 2024

City of Bellevue  
Christina Gallant  
425-452-6196  
kgallant@bellevuewa.gov

### **RE: City of Bellevue Tree Canopy Code Update**

Dear Ms. Gallant,

On behalf of the Washington State Department of Fish and Wildlife (WDFW), thank you for the opportunity to offer our comments on the most recent draft of Bellevue's Tree Canopy Code Amendments. WDFW provides our comments and recommendations in keeping with our legislative mandate to preserve, protect, and perpetuate fish and wildlife and their habitats for the benefit of future generations – a mission we can only accomplish in partnership with local governments. Specific comments on the draft Tree Canopy Code Amendments are provided in the following table.

Table 1. Recommended changes to the draft Tree Canopy Code language.

Policy Number	Policy Language	WDFW Comment
E. Minimum Tree Density. 5.b.	Tree Removal Before Development Activity. If a site has insufficient existing tree density, any trees removed within the previous three years shall be replaced, unless replacement was previously required as a condition of their removal. Significant trees shall be replaced at a 1:1 ratio, and landmark trees shall be replaced at a 2:1 ratio.	WDFW suggests a minimum 3:1 replacement ratio for all trees in order to off-set unsuccessful plantings. For example, WDFW requires a minimum of 3:1 replacement for trees removed during Hydraulic Project Approval (HPA) activity.
General Suggestion		We recommend specifically encouraging the creation of snags as opposed to complete removal of hazard trees. Snags provide crucial habitat and are often missing from

		urban tree stand compositions ( <a href="#">see WDFW resources</a> ). Similarly, decaying logs are also important ecosystem attributes that tend to be missing in urban forest environments. Stating the consideration for snag creation as well as leaving downed wood in place as a requirement is suggested.
General Suggestion		Does Bellevue have a city tree fund? See the City of Camas's <a href="#">3.54.010 City Tree Fund</a> , which includes: 1. Street tree permit fees; 2. Donations and grants for the purposes of the fund; 3. Sale of trees or wood from city property where the proceeds from such sale have not been dedicated to another purpose; 4. Fines and penalties imposed under Chapters 12.04, 16.51 and 18.13, or settlements in lieu of penalties.
General Suggestion		Is there a City of Bellevue tree management plan that sets benchmarks and goals, measuring successful progress towards those goals in an annual report or similar? These plans are crucial in not only stating the intent of goals, but providing evidence and accountability for reaching them. See the excerpt below from <a href="#">King County's 30-Year Forest Plan</a> :  "Although 40% canopy cover used to be a widely cited target, recognition that different contexts create different opportunities and constraints on maintaining and creating tree canopy has led to a shift away from a single target. Instead, a focus on specific goals associated with tree canopy, such as reduction in urban heat island temperatures or reduction in stormwater runoff – and the extent, type, and location of trees needed to meet those goals – is viewed as a better way to achieve desired outcomes (Leahy 2017)."  Some examples of Tree Managment Plans include the <a href="#">City of Tacoma</a> , the <a href="#">City of Snoqualmie</a> , the <a href="#">City of Redmond</a> , and the <a href="#">City of Renton</a> .

WDFW appreciates the efforts the City of Bellevue is undertaking to protect and improve habitat and ecosystem conditions throughout your jurisdiction. Having had the chance to offer our comments on your Comprehensive Plan and Tree Canopy Ordinance, it is apparent that Bellevue strives to be an environmental steward and leader. We look forward to continuing to work with you during the review and implementation of the city's updated regulations.

If you have any questions or need for technical assistance, please call me at (425)-537-1354.

Sincerely,



Morgan Krueger  
Regional Land Use Planner, WDFW Region 4

CC:

Kara Whittaker, Land Use Conservation and Policy Section Manager (Kara.Whittaker@dfw.wa.gov)

Marian Berejikian, Environmental Planner (Marian.Berejikian@dfw.wa.gov)

Timothy Stapleton, Regional Habitat Program Manager (Timothy.Stapleton@dfw.wa.gov)

Stewart Reinbold, Assistant Regional Habitat Program Manager (stewart.reinbold@dfw.wa.gov)

Jesse Dykstra, Habitat Biologist (jesse.dykstra@dfw.wa.gov)

Region 4 Southern District Planning Inbox (R4SPlanning@dfw.wa.gov)

Catherine McCoy, WA Dept. of Commerce (catherine.mccoy@commerce.wa.gov)

**From:** [NORMAN HANSEN](#)  
**To:** [TJohnson@bellevuewa.gov](mailto:TJohnson@bellevuewa.gov); [Gallant, Kristina](#); [Horner, Rebecca D](#); [King, Emil A.](#)  
**Cc:** [btccadvisors@googlegroups.com](mailto:btccadvisors@googlegroups.com); [PlanningCommission](#)  
**Subject:** Tree Canopy LUC Amendment Questions prior to Public Hearing 4/24 6:30 PM  
**Date:** Tuesday, April 16, 2024 2:07:49 PM

---

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

In a message dated 4/16/2024 1:57:16 PM Pacific Daylight Time, hansennp@aol.com writes:

To: Emil King, Bellevue Planning Director

Ref: Phone message to Katrina Gallant, Thursday, 4/4 requesting conversation regarding Bridle Trails Neighborhood questions concerning the proposed tree canopy code.

After reading the proposed new tree ordinance several questions arise:

1/ Could the use of credits contribute to a decline in tree canopy in the Bridle Trails subarea? Some examples would be helpful. Many of our trees are 100 feet or more.

2/How does the new ordinance compare to the current Bridle Trails tree ordinance in maintaining tree canopy?

3/ Where are the enforcement requirements? Currently code compliance can be contacted but not after working hours or weekends. Calling 911 non emergency will have the police come out to check for a permit. Time is of the essence since trees can be cut w/o a permit since most companies do not currently check for a permit.

4/ Where are the permit charges? Currently permit costs seem to be excessive. What can be done to make administrative costs and certainly more affordable for home owners.

5/ Will permit requests still be published in the Blue Bulletin?

We request a meeting at your convenience to discuss the above issues. A hybrid meeting could be most practical. Please advise some times for your staff's availability this week or early next week.

Norm Hansen, Bridle Trails Community Club, 425 861 7333, 3851 136th Ave NE

[Sent from the all new AOL app for Android](#)

On Thu, Apr 4, 2024 at 10:34 AM, noreply\_WPB  
<noreply\_WPB@bellevuewa.gov> wrote:

You are a party of record to a notice published in the Weekly Permit Bulletin on April 4, 2024. Following is that notice. If you have any questions, please contact [Kristina Gallant](#).

## **NOTICE OF RECOMMENDATION AND PUBLIC HEARING**

**Project Name:** [Tree Canopy Land Use Code Amendment](#)

**Location:** City-Wide

**Neighborhood Area:** City-Wide

**File Number:** 22-128467-AD

**Description:** Land Use Code Amendment (LUCA) to amend chapters 20.20 General Development Requirements and 20.50 Definitions to update tree preservation, retention, replacement, and protection provisions to better support citywide tree canopy goals.

**SEPA:** Determination of Non-Significance is issued. Any appeal of this SEPA Threshold Determination must wait until final action is taken on this proposal by the City Council (LUC 20.35.080.B). Following final action by the City Council an appeal for the SEPA threshold determination may be filed together with an appeal of the underlying City Council action by petition to the Growth Management Hearings Board (LUC 20.35.440.C).

**Minimum Comment Period Ends:** April 18, 2024, 5 PM. Refer to page one for information on how to comment on a project.

**Public Hearing:** April 24, 2024, 6:30 PM; Bellevue City Hall; 450 110th Ave NE, Bellevue, WA 98009

**Hearing Info:** Details on attending the meeting and providing written and oral communication at the public hearing will be provided on the published agenda and can be found at <https://bellevue.legistar.com/Calendar.aspx>.

Any person may participate in the public hearing by submitting written comments to the Planning Commission in care of Thara Johnson, Comprehensive Planning Manager, Community Development Department, City of Bellevue, P.O. Box 90012,

Bellevue, WA 98009, or by e-mail to [PlanningCommission@bellevuewa.gov](mailto:PlanningCommission@bellevuewa.gov) before the public hearing, or by submitting written comments or signing up to make oral comments to the Planning Commission at the hearing.

Written comments will also be accepted by mail to Kristina Gallant, Planning Manager, Development Services Department, City of Bellevue, P.O. Box 90012, Bellevue, WA 98009, or by e-mail to [kgallant@bellevuewa.gov](mailto:kgallant@bellevuewa.gov).

**Comments must be received by 5:00 PM on April 24, 2024.** All written comments timely received by the Comprehensive Planning Manager or Code and Policy Planning Manager will be transmitted to the Planning Commission no later than the date and time of the public hearing.

**Date of Application:** November 21, 2022

**Completeness Date:** November 21, 2022

**Notice of Application Date:** December 8, 2022

**City Planner Contact:** Kristina Gallant, 425-452-6196, [KGallant@bellevuewa.gov](mailto:KGallant@bellevuewa.gov)

### **To learn more about this project:**

- Click the **Project Name** to view digital documentation.
- Any person may request additional information and submit written comments on this application to the **City Planner listed above**.
- Submit a request online to review the project file at [Bellevuewa.gov/city-government/departments/city-clerks-office/public-records/development-services-records](http://Bellevuewa.gov/city-government/departments/city-clerks-office/public-records/development-services-records)
- You can access the weekly permit bulletin by clicking on this link: [Weekly Permit Bulletins](#)

Want to receive the bulletin by email?

Go to the Weekly Permit Bulletin page on our city website at [bellevuewa.gov/permit-bulletin](http://bellevuewa.gov/permit-bulletin). Click the Subscribe button to join the mailing list. You will continue to receive the bulletin weekly until you unsubscribe from this service.

Charolett Henderson

*Administrative Assistant*

Development Services, City of Bellevue

[chenderson@BellevueWa.Gov](mailto:chenderson@BellevueWa.Gov)

**From:** [Heidi Dean](#)  
**To:** [Shiosaki, Michael](#); [parkboard](#); [Parker, Camron](#)  
**Cc:** [Hamilton, Dave](#); [Robinson, Lynne](#); [Malakoutian, Mo](#); [Stokes, John](#); [Lee, Conrad](#); [Zahn, Janice](#); [Nieuwenhuis, Jared](#); [Nhccboard](#); [Carlson, Diane \(she/her\)](#); [Gerla, Kathy](#); [artemis\\_21@comcast.net](#); [One Bellevue](#); [PlanningCommission](#); [humanservicescommission](#); [TransportationCommission](#)  
**Subject:** Woodlawn Park: neighborhood events & accessibility  
**Date:** Thursday, April 18, 2024 9:36:38 AM

---

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

Dear Mr. Shiosaki:

At last night's Parks Board meeting I explained to you & all present the difficulty the Newport Hills Community Club encountered during the 7/21/2023 ice cream social due to off-leash area (OLA) users occupying all parking spots inside & outside the park, as well as creating their own illegal spots on the east side of the entry lane.

I made clear to all present that because the picnic shelter & "people space" are at the back of the park it's difficult for Newport Hills' mobility challenged neighbors (seniors & disabled) to access that part of the park. Those neighbors require parking near the picnic shelter and in the entry lane spots. No parking for them= they are excluded from participating in their own neighborhood events.

**Your response:**

To direct my senior & disabled neighbors to park nextdoor at Ringdall MS. It was almost as if I hadn't explained any of the aforementioned.

Can't the Parks Dept designate the shelter spots & entry lane spots as "NHCC Event Parking Only" during the time the Newport Hills neighborhood gathers for an event? It's a neighborhood park after all, even if it is owned by ALL BELLEVUE TAXPAYERS, as you & Boardmember Trescases felt the need to point out. It's also a small ask: a couple of hours 1-2x/year when all other days of the year the park is ruled by OLA users.

Parking for OLA users would still be available on SE 60th St. & nextdoor at Ringdall MS. Why would you send my mobility challenged neighbors to Ringdall instead of directing able-bodied OLA users there?

Did you know the Chair of the Network on Aging lives here in Newport Hills and serves on the NHCC board? Your refusal to help Newport Hills' seniors & other mobility challenged neighbors illustrates their lack of access to community which is a leading cause of loneliness, contributing to depression, ill health, and death.

In 2019 Parks Dept (Scott VanderHyden, Glen Kost, Pam Fehrman) &

Parks Board made promises to Newport Hills during park planning to accommodate neighborhood use for events given the unusual challenge of having to share our neighborhood park with regional OLA users. Are you unwilling to uphold those promises?

It seems that City of Bellevue talks out of both sides of its mouth re: neighborhoods. We're told you love & value us, and you encourage us to gather for community building... but when we try to do so roadblocks are thrown up that make it difficult. I've been planning large neighborhood events for over a decade, I know what I'm doing, and each time it's something new with which to contend. The process to plan Newport Hills' events has become **harder**, not easier & more streamlined.

I was at the meeting making an ask as an individual Newport Hills resident, but I have copied in the NHCC Board since your response will impact several board members' planning efforts re: summer events at Woodlawn Park. Please "reply all" with your response.

Thank you,

**Heidi Dean**

25 yr Bellevue resident, 23 yrs Newport Hills

Park Planning Committee 2012-present (never disbanded, just ignored by Scott VanderHyden)

Senior Healthcare Professional