

Environment Element Items

	Council question or direction	Information and/or potential change
1.	EN-X1 – Greenhouse gas emissions (GHG) Deputy Mayor Wallace suggested including the word “achievable” and requested more information on setting targets, including about the available science and timeframe for targets.	Addition of “achievable” included in draft policy. Proposed amendment: <i>EN-X1. “Establish an <u>achievable</u> citywide target and take corrective actions to reduce greenhouse gas emissions such as reducing energy consumption and vehicle emissions, and enhancing land use patterns to reduce vehicle dependency.”</i> This policy would set the stage to examine how to set a target and what target would be appropriate for Bellevue. Information about setting targets for greenhouse gases is provided in Attachment 6.
2.	Greenhouse gas emissions and “adaptation” Mayor Balducci suggested needing to add policy for “adaptation.”	The existing GHG policies deal with “mitigation” of emissions, yet adaptation to the weather and climate impacts of greenhouse gasses is an important consideration not currently addressed by the plan. Proposed addition: <i>EN-Y Develop and implement climate change <u>adaptation strategies that create a more resilient community by addressing the impacts of climate change to public health and safety, the economy, public and private infrastructure, water resources, and habitat.</u></i>
3.	EN-X3 - Tree canopy retention target and action plan Deputy Mayor Wallace requested more information on the 40% target, asking where it comes from, why this number was chosen, and if we are currently estimating our tree canopy citywide at 36%, what does a 4% increase	Responding to the significant issue of tree loss and a number of public comments, the Planning Commission specifically sought to establish a clear and specific target above the city’s current level of 36% canopy coverage and to include the words “at least” to encourage efforts to exceed 40%.

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	mean? Councilmembers Robinson and Stokes asked about strategy to achieve the goal, and cited the potential for a neighborhood greenways project as an opportunity.	The 40% target level is recommended by American Forests ¹ for urban areas nationally and reflects the ecological and aesthetic values trees provides. An increase of 4% coverage is ambitious, yet feasible. The policy includes language about developing and maintaining an action plan that could include program, policy, and procedural approaches including a strategy such as neighborhood greenways. More information is provided in Attachment 6.
4.	<p>Low impact development</p> <p>Regarding EN-X6, councilmembers discussion raised these issues:</p> <ul style="list-style-type: none"> ▪ Whether to include the words “minimize impervious surfaces” or some similar wording, such as “maximize pervious surfaces” and/or rewritten to focus on desired results. ▪ Asked how the policy applies to areas like Downtown, BelRed, Crossroads and Eastgate where more intense, urban development is expected. ▪ Asked if the low impact development policy allows or encourages us to do some more innovative, regional or newer stormwater management approaches, similar to what Redmond is doing. 	<p>The term “maximize pervious surfaces” seems similar to the term “minimize impervious surfaces,” however, there are subtle differences in NPDES permit definitions that could result in more impervious rather than less, if the terms are switched. The permit requires municipalities to report on how they achieved the desired LID results of minimizing impervious surfaces, native vegetation loss and stormwater runoff. Staff recommends retaining the language in the proposed policy, including the term “impervious surfaces,” because it directly and clearly aligns with the NPDES permit requirement.</p> <p>Proposed amendment: <i>EN-X6 Make low impact development the preferred and commonly-used approach to site development to minimize <u>impervious surfaces</u>, native vegetation loss and stormwater runoff.</i></p> <p>The NPDES Permit doesn’t provide metrics for minimizing impervious areas and native vegetation loss, which provides municipalities flexibility to determine appropriate measures. This allows for the development of Bellevue-appropriate recommendations that are area and context sensitive, recognizing that Bellevue has varying levels of urban development and targeted areas for growth, and that consequently a one-size-fits-all is inappropriate. Developing Bellevue-</p>

¹ <http://hpgreen.com/tag/american-forest/>

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		<p>appropriate options (area and context sensitive) is one of five proposed project principles intended to guide staff's exploration of potential LID revisions to Bellevue's codes and standards. The proposed project principles and this question are anticipated to be discussed further on July 6 as part of the LID Principles Project Update.</p> <p>The low impact development policies do not preclude Bellevue's ability to consider innovative, regional or other new stormwater management approaches, similar to those implemented by Redmond.</p>

	PSRC comments	Response
5.	<p>GHG emissions</p> <p>PSRC commented that the multicounty planning policies in VISION 2040 and the strategies in Transportation 2040 call for reducing greenhouse gas emissions and adapting to impacts related to climate change. While the plan already includes a goal to establish a citywide target and identify corrective actions, the draft plan could be strengthened by addressing other climate change MPPs, such as adding provisions for developing and implementing transportation modes and technologies that are energy-efficient and improve system performance (MPP-T-6).</p>	<p>To address the PSRC comment, staff recommends adding a note in the Environment Element that points to the Transportation Element</p> <p>Proposed amendment to the narrative on p. 248, end of first paragraph: <u>Transportation policies TR-X11, TR-X25 and TR-X26 also address greenhouse gas emissions and the use of emerging technologies.</u></p> <p>A comprehensive citywide approach to address reducing greenhouse gas emissions is included in the Environmental Element – both in narrative and in the policy noted above. Additionally, GHG emissions and use of emerging technologies are specifically addressed for transportation sources in Transportation Element policies TR-X11 (emerging technologies), TR-X25 (reduce GHG) and TR-X26 (electric vehicles). Other transportation policies address a multimodal strategy, transportation mode choice, use of transit and other means of reducing emissions related to transportation.</p>