

Gulledge, Kristin

From: Karlene Johnson <karlenejohnson@comcast.net>
Sent: Friday, July 20, 2018 4:29 PM
To: Council; Chelminiak, John; Robinson, Lynne; Lee, Conrad; Nieuwenhuis, Jared; Robertson, Jennifer S.; Stokes, John; Zahn, Janice
Cc: Matz, Nicholas; PlanningCommission
Subject: Newport Hills - opposed to rezone proposal

Dear Bellevue City Council Members,

I respectfully request that you follow the recommendation of the Bellevue Planning Commission that the Newport Hills Shopping Center rezone NOT move forward.

My husband and I are 6-year residents of Newport Hills, moving here from Newcastle in 2012. We are so happy with our neighbors, our neighborhood and the vibrant community that exists here in Hills. (For example our yearly Block Party draws over 100 neighbors of all ages, some who just moved into the area and some who are original owners of their homes — all enjoying a sunny Saturday of a shared meal, games for all ages, and lively conversation.)

As the Planning Commission determined, this rezone request does not meet the requirement of Significantly Changed Conditions. And in fact if the rezone were to go through and the proposed 100+ luxury housing units were to be built at the center of NHills, it would create significantly changed *negative* conditions for the entire community. These negative conditions include a loss of locally owned businesses, increased traffic on already pressured local streets and arterials, and a loss of the community's central "public square."

While the current Shopping Center may not have the just-built-new appeal of some recent new developments nearby in Newcastle or Bellevue — it does have the most important component: thriving local businesses and services that are desired and frequented by members of the Newport Hills community.

Per Bellevue's Comprehensive Plan, family-oriented businesses like these are critical to serving our neighborhoods. The residents of Newport Hills will be negatively impacted if these businesses are shut down and/or moved to other areas. Traffic will be negatively impacted because the trips saved by using the businesses in the shopping center will have to be made out on Coal Creek Pkwy, Factoria Blvd, I-405 and other congested roadways.

The proposed luxury housing project that is driving the rezone request is inconsistent with the Growth Management Act, Bellevue's Comprehensive Plan and the existing Subarea Plan for the Newport Hills Subarea/Neighborhood. And in fact, the current Neighborhood Business zoning would allow for revitalization of the center, including an appropriate amount and type of housing, balanced with retail and public-square-type space.

Because of the continuing pressure on this crucial shopping center parcel, I also request that the Newport Hills Neighborhood be moved to the top of the list for review in the upcoming Neighborhood Planning effort that will kick off later this year.

City Council Members, please help Newport Hills continue to thrive in a way that benefits all members of our lovely community. Please do not allow this rezone request to proceed.

Respectfully submitted,

Karlene Johnson
5125 127th PL SE, Bellevue

cc: Bellevue Planning Commission
Nicholas Matz, Bellevue Planning Dept

Gulledge, Kristin

From: John Marchione <jmarchione@redmond.gov>
Sent: Tuesday, July 24, 2018 5:19 PM
To: billkarenmax@frontier.com
Cc: MayorCouncil; Chelminiak, John; Council; Robinson, Lynne; Lee, Conrad; Nieuwenhuis, Jared; Robertson, Jennifer S.; Stokes, John; Zahn, Janice; David Lee; Planning Commission; Don Cairns; PlanningCommission; Steedman, Janna; Cullen, Terry; Transportation Reception; Gulledge, Kristin
Subject: RE: City of Redmond Seritage Project, other City of Redmond and City of Bellevue development projects in South Redmond, NE Bellevue, the Spring and Bel-Red Road Districts

Ms. Campbell,

Thank you for your detailed questions and comments. The goals and vision for the Overlake Neighborhood were updated and adopted on December 17, 2011, as part of the City of Redmond Comprehensive Plan Update, otherwise known as Redmond 2030. Prior to the update, groundwork for the current vision and policies was set into motion in 2007 with the Overlake Neighborhood Plan and accompanying Final Supplemental Environmental Impact Statement (FSEIS). As the Comprehensive Plan states, two urban centers were identified, Downtown and Overlake, and both have been designated as urban centers by the King County Countywide Planning Policies and the Puget Sound Regional Council. The majority of the City's employment and housing growth is intended to occur within these two areas of the City, as they were created to contain growth within defined areas in order to protect single family neighborhoods from being densified. The goals, policies, and visions of the Comprehensive Plan are carried out through the Redmond Zoning Code and realized through implementation of floor-area-ratios, landscape requirements, land uses, parking ratios, street standards, and other dimensional and system requirements that go into making a dense urban environment. The Comprehensive Plan was a monumental task that utilized significant public outreach and feedback, including participation from the City of Bellevue.

Part of the adoption of the Overlake Neighborhood Plan was an analysis of environmental impacts to the area. This included the review of land use, storm water, transportation, landscaping, and a myriad of other topics that ultimately culminated into the Overlake Neighborhood Environmental Impact Statement (EIS), Final Supplemental Environmental Impact Statement (FSEIS) (and addendums), and the SEPA Planned Action Ordinance. At the time of adoption, the EIS and FSEIS (and addendums) were all determined to be adequate by the City's SEPA Official, the Director of Planning and Community Development. The Washington State Department of Ecology authorizes each jurisdiction to determine its SEPA Official and allows that official to decide the adequacy of each land use action. In the City of Redmond, career professional staff review the land use application and provide a recommendation to the Technical Committee. The Director of Planning and Community Development and the Director of Public Works then render a decision.

A SEPA determination does not expire by Washington State law. The determination creates a threshold, such as the development thresholds (i.e., number of residential units and commercial square footages) outlined within the Overlake FSEIS and addendums. So long as those thresholds are not exceeded, the document remains relevant regardless of the amount of growth that occurs since the adoption of the document, as that growth is already accounted for. The 2007 Overlake FSEIS and addendums studied an additional 4.5 million square feet of non-residential (commercial)

space and an additional 5,494 more dwelling units. That analysis accounted for the vehicular trips those uses would generate. Since 2009, 875,595 square feet of commercial space has been built, and 3,429 dwelling units were either constructed or accounted for in the Overlake neighborhood. That equates to an additional 3.6 million square feet of commercial space and an additional 2,065 dwelling units to be built before the Overlake FSEIS is invalid.

City transportation planning operates on a plan based concurrency, meaning the City builds transportation capacity in a way that supports the community's vision. Plan based concurrency ensures that funding of programs, construction of projects, and provision of services occur in proportion to the needs of the City and the pace of growth. The plan based concurrency system meets the requirements of the Washington State Growth Management Act (GMA) and also helps aid the City's development review process by identifying needed transportation improvements. The Transportation Facilities Plan, which identifies specific transportation facility improvements included in the City's Transportation Master Plan (TMP), supports the City's plan based concurrency model, responds to existing growth trends, and prepares for future growth in the City's two urban centers while continuing to address transportation within established neighborhoods. Transportation does not only pertain to vehicles but also includes a multi-modal mobility approach that is comprised of mass transit, pedestrians, and bicycles, all of which are foundational to a people-oriented urban environment. The Redmond TMP is an element of the City's Comprehensive Plan and is the document that guides Redmond's transportation investment and activities.

As development occurs, developers are responsible for their share of transportation improvements based on the impacts created by their developments and the locations of their projects. The existing traffic conditions around the Seritage project area are enumerated starting on page 23 (page 18 of the transportation study) of the [Seritage Master Plan transportation study](#). The study bases its findings on the City's 2013 traffic counts and adds a two percent annual growth rate, which is a transportation industry standard and has been accepted by the City's transportation engineers. The transportation study, which was conducted in 2017, is based on a six-year horizon; 2023 is the assumed year that transportation improvements will be in place. The 2023 forecasted counts use a traffic model forecast, which is a forecast of future volumes with factors such as pipeline development projects, light rail, the new 520 on/off-ramp, etc. that better account for traffic volumes rather than a simple growth rate. To identify and mitigate transportation impacts, City staff and the applicant's transportation team (TENW) worked together to identify a project review scope. The review scope was defined to 17 intersections in and around the project site where there may be anticipated impacts. The project scope is in line with prior project scopes that were used for both the Group Health/Esterra Park Master Plan and the KCCLE (Koll Commercial Center Limited Edition) Master Plan approved in previous years.

In summary, eight of the 17 study intersections included in the Seritage Master Plan transportation study were included as study intersections in the 2007 Overlake FSEIS. (The remaining nine intersections are either new intersections created by new roadways not specifically identified in the Overlake FSEIS or are existing intersections that were not included in the scope of the Overlake FSEIS). The 2007 Overlake FSEIS found that many intersections within Overlake already functioned at a Level of Service (LOS) F without the construction of future developments and associated improvements (also known as No Action Alternative). Under the Action Alternative (which is the build out of the developments and improvements that were anticipated), the number of LOS F intersections was reduced.

The overall results from the Seritage Master Plan transportation study showed that the intersections common to both studies are expected to operate at the same or better LOS in the PM peak hour in 2023 with the Seritage Master Plan (without mitigation) when compared to the 2030 Action Alternative

results from the Overlake FSEIS, with the exception of 148th Avenue NE/NE 20th Street. To mitigate impacts at this intersection, the Seritage Overlake Plaza Master Plan project will be required to provide mitigation (northbound right-turn lane) for development exceeding 335 net new AM peak hour trips. This improvement is a portion of a larger improvement project already planned by the City of Redmond and City of Bellevue to address congestion at 148th/20th. Other mitigation measures will also be provided by the Seritage Overlake Plaza Master Plan, and the full list of mitigation measures can be found in the transportation study (<http://www.redmond.gov/common/pages/UserFile.aspx?fileId=235727>).

The City has remained consistent to past practices and the Redmond Zoning code for public outreach for the Seritage project. The Redmond Zoning Code mandated Notice of Application (500' from the site boundaries) was sent on November 30, 2017. The applicant held neighborhood meetings on August 17, 2017, and on November 28, 2017, as a meeting is required before the formal application. At the Redmond City Council's urging, the City of Redmond conducted another informational public meeting on March 8, 2018. This meeting was publicized through social media, the City's website, the project webpage, and posted fliers (including information on electronic elevator screens) at the Avalon Bay apartments (approximately 500 units) at Esterra Park. A public hearing was conducted on June 19, 2018, and continued on July 17, 2018. All application materials and relevant city historical documents have been posted to <http://www.redmond.gov/seritage> and are updated frequently. The City continues to collect comments and questions and responds to them accordingly, and staff has created and maintained a public comments matrix, which is also uploaded to the project's website. Additionally, staff from the City of Redmond and the City of Bellevue have spoken about the Seritage project on several occasions, and the City of Bellevue has also submitted comments.

In summary, the Overlake neighborhood, and the developments that occur within its boundaries, have been meticulously thought out. Any project that is developed within the City of Redmond must meet zoning regulations, but more importantly, meet or exceed the visions and policies laid out by the City's Comprehensive Plan. This is required of every developer.

I appreciate you sharing your concerns with the Redmond City Council and me. As you are a City of Bellevue resident, I encourage you to review your city's comprehensive plan for the area you live in and also review its zoning codes. If you have additional questions about the Seritage project or upcoming changes in the Overlake neighborhood, please contact Planner David Lee at dlee@redmond.gov.

John



John Marchione

Mayor | City of Redmond

☎: 425.556.2101 | ✉: mayor@redmond.gov | Redmond.gov

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From: billkarenmax@frontier.com [<mailto:billkarenmax@frontier.com>]

Sent: Tuesday, June 19, 2018 6:26 PM

To: John Marchione <jmarchione@redmond.gov>; MayorCouncil <MayorCouncil@redmond.gov>; Council <Council@redmond.gov>; Jeralee Anderson <janderson@redmond.gov>; Angela Birney <abirney@redmond.gov>; David

Carson <DCARSON@redmond.gov>; Steve Fields <sfields@redmond.gov>; Hank Margeson <HMARGESON@redmond.gov>; Hank Myers <HMYERS@redmond.gov>; Tanika Padhye <tpadhye@redmond.gov>; jchelminiak@bellevuewa.gov; council@bellevuewa.gov; lrobinson@bellevuewa.gov; clee@bellevuewa.gov; jnieuwenhuis@bellevuewa.gov; j.robertson@bellevuewa.gov; jstokes@bellevuewa.gov; jzahn@bellevuewa.gov
Cc: David Lee <dlee@redmond.gov>; Steve Fields <sfields@redmond.gov>; Planning Commission <planningcommission@redmond.gov>; Don Cairns <DCAIRNS@REDMOND.GOV>; PlanningCommission@bellevuewa.gov; jsteadman@bellevuewa.gov; tcullen@Bellevuewa.gov; trreception@Bellevuewa.gov; kgulledge@bellevuewa.gov; David Lee <dlee@redmond.gov>; Steve Fields <sfields@redmond.gov>; Planning Commission <planningcommission@redmond.gov>; Don Cairns <DCAIRNS@REDMOND.GOV>; PlanningCommission@bellevuewa.gov; jsteadman@bellevuewa.gov; tcullen@Bellevuewa.gov; trreception@Bellevuewa.gov; kgulledge@bellevuewa.gov
Subject: City of Redmond Seritage Project, other City of Redmond and City of Bellevue development projects in South Redmond, NE Bellevue, the Spring and Bel-Red Road Districts

June 19, 2018

VIA EMAIL

Honorable Mayors of the Cities of Redmond and Bellevue
City Council Members of the Cities of Redmond and Bellevue

jmarchione@redmond.gov; mayorcouncil@redmond.gov; council@redmond.gov;
janderson@redmond.gov; abirney@redmond.gov; dcarson@redmond.gov; sfields@redmond.gov;
hmargeson@redmond.gov; hmyers@redmond.gov; tpadhye@redmond.gov;

jchelminiak@bellevuewa.gov; council@bellevuewa.gov; lrobinson@bellevuewa.gov;
clee@bellevuewa.gov; jnieuwenhuis@bellevuewa.gov; j.robertson@bellevuewa.gov;
jstokes@bellevuewa.gov; jzahn@bellevuewa.gov;

Dear City of Redmond Mayor and City Council Members and City of Bellevue Mayor and City Council Members:

I am a concerned City of Bellevue resident living in a neighborhood in NE Bellevue that borders on the City of Redmond and I travel daily on roads that are in both the City of Redmond and the City of Bellevue. I am writing with regarding to the Seritage Development Project and the other development projects in the Overlake Area of Redmond, including the Old Group Health site, as well as the development projects in NE Bellevue and the Spring District and the Bel-Red Corridor in Bellevue that not only lead in and out of each other's Cities but abut to each other.

We local residents of both Cities of Redmond and Bellevue are concerned because development is seemingly approved without communication between the two cities around traffic mitigation for any of these projects. Congestion now has traffic at a standstill for long periods of time in the busy intersections in this area. There have been no joint meetings regarding development in this area for residents of both Cities with City of Redmond and City of Bellevue personnel. We see nothing in the local newspapers about any communication between the two Cities nor do we see any communication between either of the two Cities with their respective residents addressing joint meetings or communication about joint mitigation.

We are also concerned that the two Cities are not using up-to-date traffic studies when determining approval of these projects. We can look at the development applications and calculate that the

numbers of car trips for these developments are nowhere near what up-to-date traffic studies would show.

Additionally, we are concerned that the number of dwelling units allowed under current regulations are already over the threshold allowed by both Cities. While changing zoning and allowing variances might be legal, it does not solve the overcrowding of our streets and creates other new problems.

Other concerns that residents have that need to be addressed jointly by both Cities include building height of new development. Because this area of NE Bellevue and SE Redmond abut, when one City allows tall buildings, it shadows homes and the streets in the other City. It causes minimizes rain falling onto grass, plants, and trees. We do not see the City of Redmond and the City of Bellevue working together on these problems.

We local residents in the NE Bellevue area and the South Redmond area would like to see development halted in the South Redmond area, the NE Bellevue area, the Spring and Bel-Red Road Districts, until the City of Redmond and the City of Bellevue can work together to come up with a joint plan to not only look ahead to solve problems that more development will cause but to take care of the current problems that development up to this point in time has caused, especially with transportation. Too many of the local roads have been downgraded to a D and should be downgraded to an F but neither the City of Redmond or the City of Bellevue are willing to publicly admit that the roads are at their maximum capacity. Neighborhood streets are currently being used as thoroughfares as the larger roads are up to capacity and traffic is stalled.

In addition to the two Cities having no joint communication, there have been no joint meetings for any of these projects. We residents do not see either the City of Redmond or the City of Bellevue trying to work for the actual residents of the two Cities. Instead, it appears as if the two Cities are only complying with requests made by developers. How many of these development companies are locally owned with owners who actually live in this area? On the same token, how many of the City of Redmond and the City of Bellevue's majors and city councilmembers live in this area?

Again, we residents request that the Cities of Redmond and Bellevue declare a moratorium on development in this area until there are public meetings with staff and city council representatives in attendance with the residents of the two Cities. We residents need to see the two Cities working together to address the current problems as well as the future problems that will be caused by the developments now under construction and those that have applications submitted to the two Cities.

I would appreciate hearing back from not only the addressees of this letter but also from the cc's listed below so I can share your responses with City of Redmond and City of Bellevue residents who live in this area.

Thank you for your consideration.

Karen Campbell
2447 160th Avenue NE
Bellevue, WA 98008
billkarenmax@frontier.com

cc: David Lee, Senior Planner for Seritage Project, City of Redmond,
dlee@redmond.gov
Steve Fields, Ombudsperson, City of Redmond, sfields@redmond.gov

City of Redmond Planning Commissioners,

planningcommission@redmond.gov

City of Redmond Transportation, dcairns@redmond.gov

City of Bellevue Planning Commissioners,

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City of Bellevue Planners, jsteadman@bellevuewa.gov

City of Bellevue Planning & Community, tcullen@Bellevuewa.gov

Departments of Transportation, City of Bellevue, trreception@Bellevuewa.gov

Long Range Planning, City of Bellevue, kgulledge@bellevuewa.gov

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Gulledge, Kristin

From: Cummins, Mac
Sent: Tuesday, August 07, 2018 9:57 AM
To: billkarenmax@frontier.com; jmarchione@redmond.gov; mayorcouncil@redmond.gov; council@redmond.gov; janderson@redmond.gov; abirney@redmond.gov; dcarson@redmond.gov; sfields@redmond.gov; hmargeson@redmond.gov; hmyers@redmond.gov; tpadhye@redmond.gov; Chelminiak, John; Council; Robinson, Lynne; Lee, Conrad; Nieuwenhuis, Jared; Robertson, Jennifer S.; Stokes, John; Zahn, Janice
Cc: dlee@redmond.gov; sfields@redmond.gov; planningcommission@redmond.gov; dcairns@redmond.gov; PlanningCommission; Steedman, Janna; Cullen, Terry; Transportation Reception; Gulledge, Kristin; dlee@redmond.gov; sfields@redmond.gov; planningcommission@redmond.gov; dcairns@redmond.gov; PlanningCommission; Steedman, Janna; Cullen, Terry; Transportation Reception; Gulledge, Kristin; dlee@redmond.gov; sfields@redmond.gov; Transportation Reception
Subject: RE: City of Redmond Seritage Project, other City of Redmond and City of Bellevue development projects in South Redmond, NE Bellevue, the Spring and Bel-Red Road Districts
Attachments: Karen Campbell letter 8-6-18.pdf

Ms. Campbell,

Attached is a letter responding to your concerns. Thank you.

Mac Cummins
Director of Community Development
450 110th Avenue NE
Bellevue, WA 98004
425-452-6191
mcummins@bellevuewa.gov

From: billkarenmax@frontier.com <billkarenmax@frontier.com>
Sent: Tuesday, June 19, 2018 6:26 PM
To: jmarchione@redmond.gov; mayorcouncil@redmond.gov; council@redmond.gov; janderson@redmond.gov; abirney@redmond.gov; dcarson@redmond.gov; sfields@redmond.gov; hmargeson@redmond.gov; hmyers@redmond.gov; tpadhye@redmond.gov; Chelminiak, John <JChelminiak@bellevuewa.gov>; Council <Council@bellevuewa.gov>; Robinson, Lynne <LRobinson@bellevuewa.gov>; Lee, Conrad <CLee@bellevuewa.gov>; Nieuwenhuis, Jared <JNieuwenhuis@bellevuewa.gov>; Robertson, Jennifer S. <j.robertson@bellevuewa.gov>; Stokes, John <JStokes@bellevuewa.gov>; Zahn, Janice <JZahn@bellevuewa.gov>
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June 19, 2018

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istokes@bellevuewa.gov; jzahn@bellevuewa.gov;

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Karen Campbell
2447 160th Avenue NE
Bellevue, WA 98008
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cc: David Lee, Senior Planner for Seritage Project, City of Redmond,
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Steve Fields, Ombudsperson, City of Redmond, sfields@redmond.gov
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Departments of Transportation, City of Bellevue, trreception@Bellevuewa.gov
Long Range Planning, City of Bellevue, kgulledge@bellevuewa.gov



City of Bellevue

August 6, 2018

Karen Campbell
2447 160th Avenue NE
Bellevue, WA 98008

Ms. Campbell,

Thank you for your letter about the impacts on your community of growth within the Overlake and BelRed areas. I apologize for the delay in replying to you.

The state Growth Management Act mandates the monitoring of such growth to ensure that it remains consistent with the Comprehensive Plan, and the Act requires communication between adjacent cities throughout this monitoring work. Here are some of the tools we use to do this:

The Bellevue-Kirkland-Redmond traffic model

Through an interlocal agreement between Bellevue, Redmond and Kirkland, staff from all three cities jointly operate this traffic forecasting model known as the "BKR" Model. In Bellevue, as part of development process, we use the BKR model to check that Bellevue development proposals do not exceed the traffic standards limits set by Bellevue city code. These limits reflect capacity of the traffic network to handle growth. The BKR model also forecasts traffic conditions for various future year scenarios. The modeling processes considers existing or forecasted conditions in adjacent jurisdictions such as Redmond and Kirkland, and also considers planned infrastructure improvements to the transportation system.

Targeting infrastructure capital funding in growth areas

Bellevue has made sizeable investments in arterial street transportation infrastructure in the Spring District and other BelRed areas. These infrastructure improvements include the development of a multi-modal street network for cars, busses, pedestrians, and bicycles that coordinates with the East Link light rail. When complete it will provide multiple options for communities in North Bellevue to get around the neighborhood and across the city.

In areas such as Redmond's Overlake Urban Center, where the arterial network is already mature, Bellevue staff actively comment on development proposals to ensure that the addition of mass transit and transit oriented development will support mobility across boundaries. For example, the Seritage project on the old Sears site will require the developer to create more capacity on 148th Avenue consistent with improvements scoped through a collaborative effort between Bellevue and Redmond. The Seritage project will also construct an internal street network to enhance mobility needs. Bellevue has provided comments to Redmond planners regarding other aspects of Seritage traffic impact studies, and has attended public hearings to listen to public comment.

Bellevue also sent staff to participate in the Overlake Village South Infrastructure Plan. This 2015 work was an interjurisdictional effort for above- and below-ground infrastructure planning for the

area bounded roughly by NE 24th St, BelRed, NE 20th, and 148th Avenue NE in Redmond. Bellevue's role was to ensure that efforts were realized to make mobility as transparent as possible between the two cities and their projects, for people traveling on foot, by bike, or by car, bus or rail.

The Comprehensive Plan

Although the Bellevue-Redmond Overlake Transportation Study— known as BROTS—is not actively reviewed anymore, the two cities continue to share information and invite review of development impacts. Bellevue in particular laid the policy groundwork in 2015 with the adoption into our Comprehensive Plan of ideas for measuring congestion across all types of mobility and not just the car. Level of Service, or LOS, is the accepted means to measure automobile intersection congestion. Broadening this measure to include other forms of mobility is key to Bellevue efforts to work with our neighbors in Redmond as they build out their Urban Center.

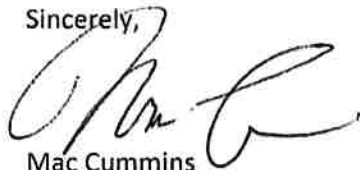
Bellevue staff are very aware of the proximity of Bellevue single family neighborhoods to the Overlake Urban Center. Our experience with the neighborhoods next to Bellevue's Downtown Urban Center affords opportunities to apply these Downtown Bellevue lessons as we manage growth in Crossroads and Northeast Bellevue.

Continued collaboration and communication between Bellevue and Redmond is necessary as growth continues along our borders. This area will continue to grow with houses, businesses, and people—all of which will put demands on our infrastructure and the surrounding community. As the area grows, it is equally important to improve communication channels with our residents about the growth that is occurring and the impacts of that growth on your quality of life:

- For questions and concerns regarding neighborhood area planning, please contact Senior Planner, Deborah Munkberg, dmunkberg@bellevuewa.gov
- For questions regarding Bellevue's transportation comments on the Seritage development proposal can be directed to Molly Johnson, Transportation Development Review Manager, at majohnson@bellevuewa.gov.
- For questions/concerns regarding traffic modeling and transportation planning, please contact Shuming Yan, Transportation Forecasting Manager, at syan@bellevuewa.gov.

Again, thank you for taking the time to express your concerns about the growth and impacts of development on the border between Redmond and Bellevue.

Sincerely,



Mac Cummins
Community Development Director