

## Roberts, Karin

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**From:** Eckart Schmidt <eckart16-ews@outlook.com>  
**Sent:** Saturday, June 12, 2021 2:17 PM  
**To:** EBCC  
**Cc:** Hummer, Betsi; kingc@bsd405.org  
**Subject:** Adverse impact of Puesta del Sol Elementary School enlargement on our neighborhoods  
**Attachments:** CyndiKing-April2021.pdf

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Sent from [Mail](#) for Windows 10  
East Bellevue Community Council  
c/o Ms. Betsi Hummer, Chair  
bhummer@bellevuewa.gov

Dear EBCC Council Members,

The construction of the future Puesta del Sol elementary school has a significant impact on the Delbrook Addition North and Easttown Estates neighborhoods.

East Bellevue Community Council has played a key role in the permitting process for increased traffic, changed traffic patterns and widening of an access street and continues to observe the current situation.

In view of current and future impacts on our neighborhoods, we have the following questions and comments:

1. Please confirm that the Concomitant Zoning Agreement signed by Bellevue School District Superintendent on January 31, 1983, is still in effect. The fact that Bellevue School District has failed to make a timely good faith effort prior to January 18, 2019 should not invalidate this agreement.
2. If after Puesta del Sol is operating at full capacity the traffic load through the two neighborhoods exceeds past traffic counts and turns out to be intolerable, the City of Bellevue and Bellevue School District will need to take a second look at a more permanent solution to alternate access to the school. This is a long-term process and will have to re-evaluate the impact on the people living in the neighborhood versus impact on the frogs and critters living in the wetland. If they can build 11 townhouses on that property then we could have built an access street across it also.
3. We expressed our concerns about relocating the barrier on what would be N.E.1st Street and maintaining a fence between the school and that area in a letter to Ms. King dated April 8, 2021. A copy of that letter is attached.
4. One of the items addressed in that letter is the desire of the neighborhood to obtain access to the fiberoptic network in addition to the coax cable that is already laid. Utility relocation work during widening of the street and relocation of the sidewalks should make provision for future installation of fiberoptic cable.
5. There is concern that overflow parking during school events will choke our streets. We want to make sure that the parking spaces we fought so hard for will remain reserved for residents only.
6. Bellevue School District assured the neighbors in Delbrook Addition North that most students will be transported to school by school buses and not by parents' cars. This is not reflected in any of the building permits or the Hearing Examiner's findings. As the opening day of the new school approaches, we would like to have an up-to-date estimate of the distribution between the two modes of transportation.

Thank you for your concern on behalf of the neighborhood.

Eckart W. Schmidt  
55 - 151st Place NE  
Bellevue, WA 98007

## Roberts, Karin

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**From:** vicbishop@earthlink.net  
**Sent:** Wednesday, June 16, 2021 4:34 PM  
**To:** EBCC  
**Subject:** Multimodal Concurrency Policy  
**Attachments:** Bellevue Transportation Commission Comp. Plan Goal Retention May 27, 2021.docx

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

EBCC Council Members,

The Multimodal Concurrency Policy has now been recommended to the Planning Commission for their review prior to City Council action.

The Eastside Transportation Association became active in the discussion of the merits of the recommendations at the Transportation Commission and submitted the attached letter to the Transportation Commission for their consideration.

I now submit that letter to the EBCC for your consideration. I expect the letter to be included in the 'Packet' of information provided to you on this subject. I wish to be present and speak on this issue when it is appropriate.

Vic Bishop  
Legislative Chair  
425 518-3343  
[vicbishop@earthlink.net](mailto:vicbishop@earthlink.net)  
Eastside Transportation Association  
[www.eastsidetransportation.org](http://www.eastsidetransportation.org)



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)

TO: Bellevue Transportation Commission  
Bellevue City Council

FROM: Eastside Transportation Association (ETA)  
Bob Pishue, Chair  
Vic Bishop, Past Chair  
Todd R. Woosley, Chair-elect

DATE: May 27<sup>th</sup>, 2021

RE: **REQUEST TO RETAIN CURRENT CONGESTION RELIEF, CONCURRENCY AND IMPROVE MOBILITY AS COMPREHENSIVE PLAN POLICIES**

The Eastside Transportation Association (ETA) urges the Transportation Commission to reject any and all proposed changes to long-standing Comprehensive Plan Transportation Element Policies and Goals that weaken or remove congestion relief, concurrency and/or mobility as fundamental City of Bellevue Policies and Goals.

The citizens of Bellevue deserve more, not less, emphasis on congestion relief and reduced travel times. Our dissatisfaction with the growing levels of neighborhood cut-through traffic, reduction in lane capacity for motor vehicles, traffic back-ups and overall increases in congestion is well known to the City of Bellevue. Traffic, trips from new development and congestion have consistently been the biggest concerns voiced to the City Council over the last several years.

Yet, tonight, the Transportation Commission is scheduled to recommend the most radical transportation policy changes in the City of Bellevue's history. These changes would lower Bellevue's standards for mobility, enable even worse congestion than is currently allowed, increase the time it takes to travel throughout Bellevue, and move away from the intent of the Growth Management Act's concurrency requirement that Bellevue have adequate capacity in the City's transportation system to accommodate growth.

**Therefore, we strongly encourage the Transportation Commission, along with the entire City of Bellevue government, to make sure every Comprehensive Plan Transportation Element Goal and Policy change would reduce, not increase, congestion.**

A good place to start would be to retain existing Comprehensive Plan Concurrency Policy TR-2, which is "Strive to reduce congestion and improve mobility".

In addition, retaining Bellevue's current Mobility Management Area (MMA) system would be better than changing to the proposed Performance Management Areas. These PMAs appear to be designed to lower Bellevue's traffic standards and allow even worse congestion than our current system does. Retaining (and improving) the existing MMA system would be better to

ensure growth pays for itself, and traffic impacts are mitigated in a fair and legal manner while maintaining concurrency as the City's basic measure of mobility.

Overall, we believe the City of Bellevue has the responsibility to objectively address the current and future demands on the City's transportation system. Furthermore, Bellevue should increase its efforts to meet the existing Comprehensive Plan goal of striving to reduce congestion and improving mobility.

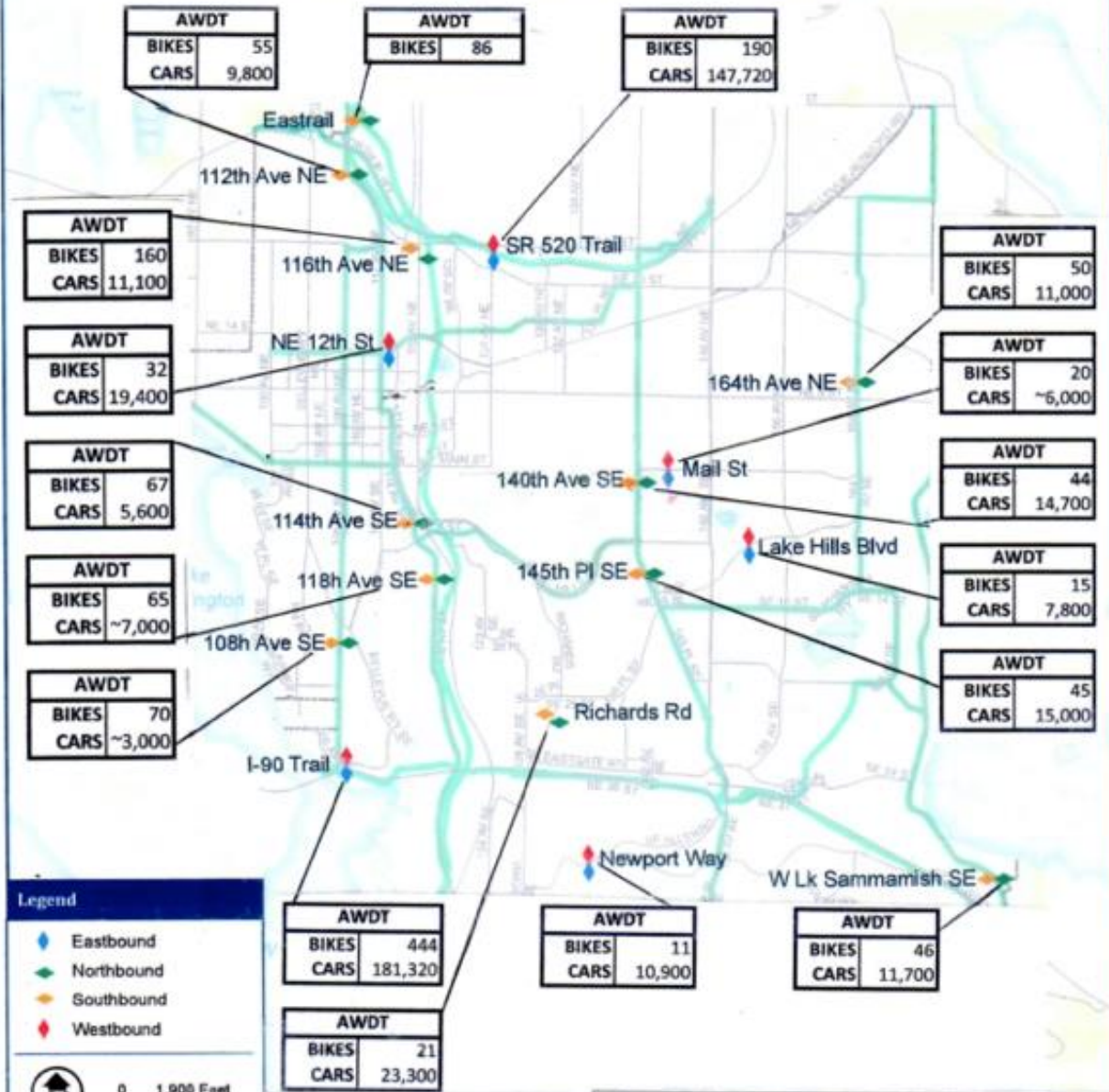
To do this, the City must resist the temptation to give preferential treatment to any particular mode of travel. Instead, Bellevue should equitably and proportionately address the needs of all users of the transportation system. Please find attached two documents showing the proportionality and volumes of various modes of travel in Bellevue. We recommend the City uses this information as part of a data-driven approach to any transportation policy, operation and spending action. This balanced approach would lead to maximizing the overall throughput of people and goods on our limited system, most effectively limit congestion and improve our overall quality of life.

# Pedestrian and Bicycle Counter Locations

May 2020



## 2019-2020 Average Week Day (AWD) Bicycle & Vehicle\* Counts



\* Bicycle counts from 14 bicycle count stations, Aug. 18, 2019 to April 27, 2020  
 Bicycle counts from Regional Trails, April 28, 2019 to April 27, 2020  
 Vehicle counts from City of Bellevue Annual Average Weekday Traffic, 2017  
 Vehicle counts on I-90 & SR 520, WSDOT, Ramp and Roadways, 2018

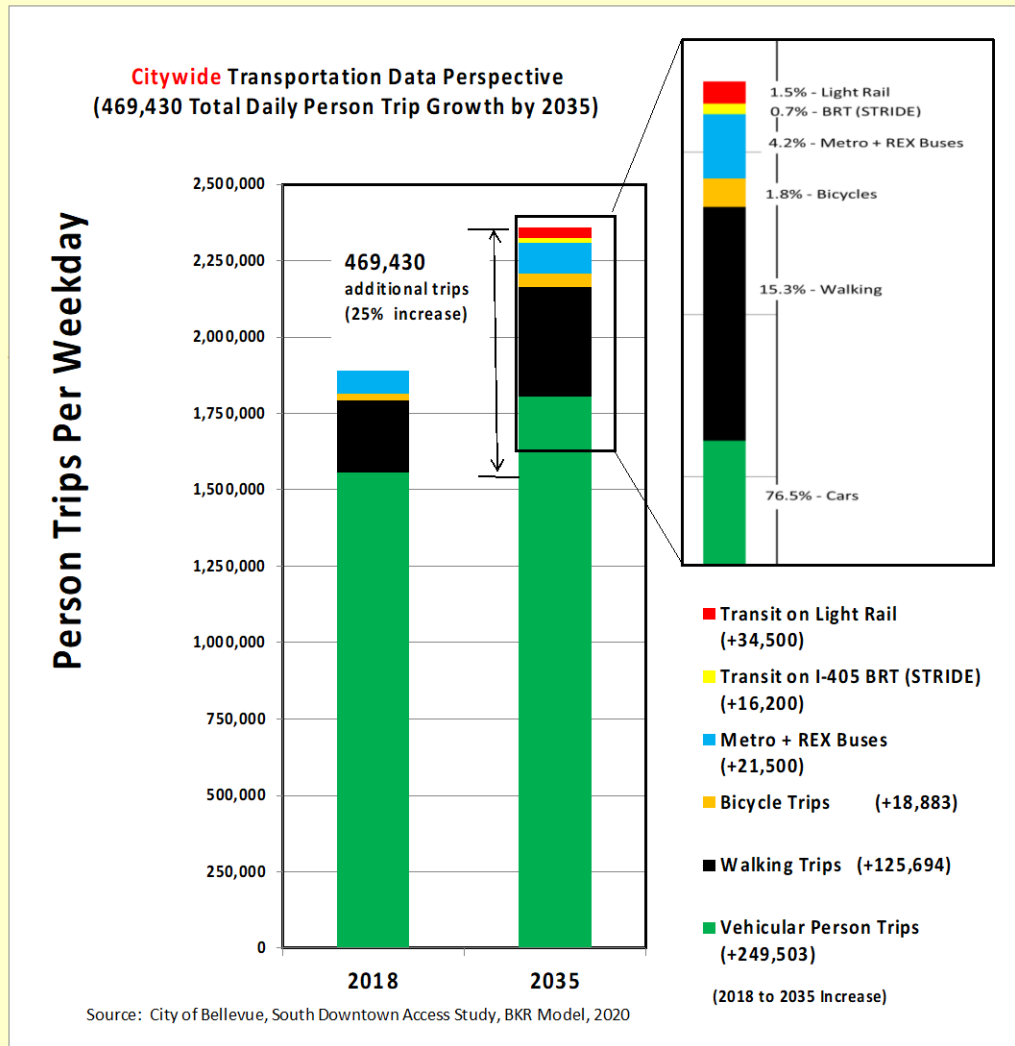
### Summary of Bicycle and Vehicle counts at bicycle count stations

Location	Bicycles	Vehicles	People in Vehicles @ 1.23 ppc	Total People	% of People on Bikes
City streets	701	156,300	192,249	192,950	0.36%
Eastrail	86	0	-	86	
SR 520 Trail	190	147,720	181,696	181,886	0.10%
I-90 Trail	444	181,320	223,024	223,468	0.20%
<b>Total</b>	<b>1421</b>	<b>485,340</b>	<b>596,968</b>	<b>598,389</b>	<b>0.24%</b>

Victor H. Bishop, P.E. May 13, 2021

# Bellevue Citywide Trip Growth

## Daily Person Trips 2018 & 2035



### City of Bellevue Citywide Transportation Data Perspective

#### From the South Downtown Access Study (SDAS), 2020

All data from the SDAS BKR Model				
Average Weekday Trips (Citywide)	2018	2035	Increase	2035 - %
Total Person Trips	1,889,824	2,359,254	469,430	100.0%
Metro + REX Buses (+21,500)	74,581	99,200	24,619	4.2%
Transit on I-405 BRT (STRIDE) (+16,200)	0	16,200	16,200	0.7%
Transit on Light Rail (+34,500)	0	34,500	34,500	1.5%
Transit Trips (Boardings & Alightings)	74,581	149,900	75,319	6.4%
Bicycle Trips	24,731	43,614	18,883	1.8%
Walking Trips	234,524	360,218	125,694	15.3%
Vehicular Person Trips	1,555,988	1,805,491	249,503	76.5%

Victor H. Bishop, P.E. May 3, 2021

## Roberts, Karin

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**From:** Todd Woosley <todd@woosleyproperties.com>  
**Sent:** Monday, June 21, 2021 2:49 PM  
**To:** Betsi Hummer; EBCC; PlanningCommission  
**Cc:** Vic Bishop  
**Subject:** Fwd: Slide Deck and Video for the June 16 ETA Transportation 101 Briefing for Local Council Candidates  
**Attachments:** Transportation 101 Briefing for Local Council Candidates^LLLLLJ June 2021 v 1.8 FINAL (2).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 Betsi,  
Included in this slide deck are the two slides showing Traffic is the top concern of Bellevue's citizens, according to the Bellevue City Council's last two budget surveys.

The PowerPoint below is from the Eastside Transportation Association's (ETA) recent Transportation Issues Briefing for council candidates.

FYI, the ETA is very concerned about the staff's efforts to lower or eliminate "congestion relief" standards, and amend Comprehensive Plan policies and goals to allow even worse traffic in Bellevue.

Sincerely,

Todd

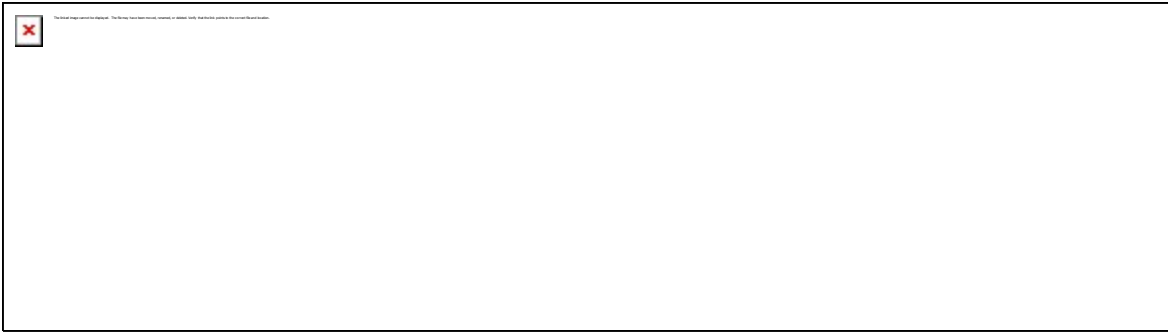
Todd R. Woosley  
(425) 454-7150

Begin forwarded message:

**From:** vicbishop@earthlink.net  
**Date:** June 21, 2021 at 1:34:51 PM PDT  
**To:** vicbishop@earthlink.net  
**Subject:** FW: Slide Deck and Video for the June 16 ETA Transportation 101 Briefing for Local Council Candidates

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**From:** vicbishop@earthlink.net <vicbishop@earthlink.net>  
**Sent:** Monday, June 21, 2021 1:24 PM  
**To:** 'vicbishop@earthlink.net' <vicbishop@earthlink.net>  
**Subject:** Slide Deck and Video for the June 16 ETA Transportation 101 Briefing for Local Council Candidates



## **ETA Members, Friends and local candidates,**

Thank you for those who attended the ETA Zoom meeting last Wednesday morning. For those who missed it, or want to refresh if you attended, here are the slide deck and video from the meeting.

We hope you found the data interesting. If you have any questions, please respond by email (and text me at 425 518-3343 that you did so I can let you through my Spam blocker).

Here is the link to the June 16 ETA meeting: <https://youtu.be/n6pkj1QgOLo>.

The Slide deck is attached.

Vic Bishop  
Legislative Chair  
425 518-3343  
[vicbishop@earthlink.net](mailto:vicbishop@earthlink.net)  
Eastside Transportation Association  
[www.eastsidetransportation.org](http://www.eastsidetransportation.org)



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[www.avast.com](http://www.avast.com)

## Roberts, Karin

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**From:** Don Marsh <donmarsh@300trees.org>  
**Sent:** Tuesday, June 22, 2021 9:47 AM  
**To:** Council; EBCC  
**Cc:** Ewing, Jennifer; Wells, Rachel  
**Subject:** Equitable tree canopy for Bellevue

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

Dear council members,

Here is a good article on the subject of “tree equity,” explaining how the benefits of a healthy tree canopy are not equitably distributed between neighborhoods with different socioeconomic profiles:

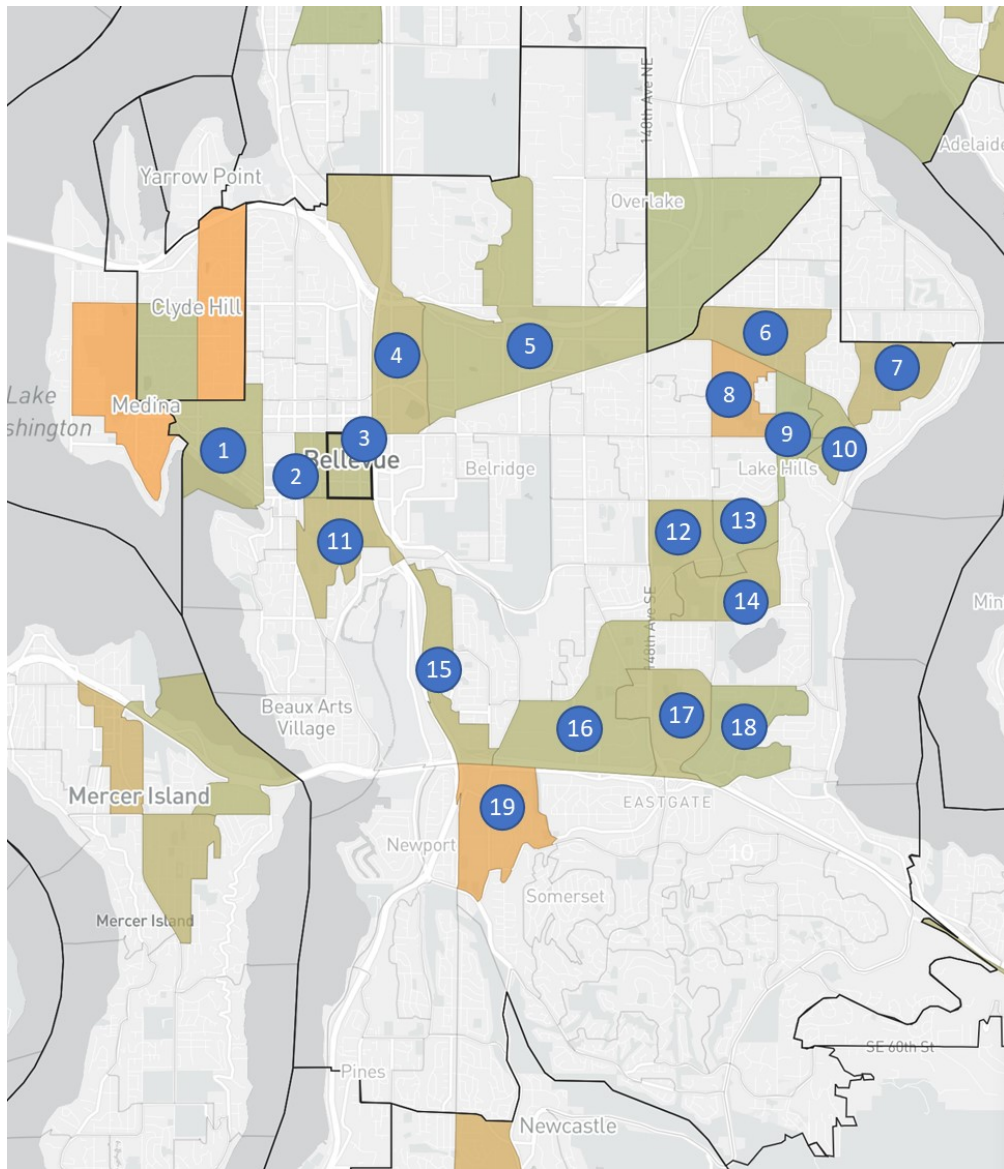
<https://www.fastcompany.com/90648768/low-income-neighborhoods-have-fewer-trees-heres-why-thats-a-problem>

Here is an excerpt:

The list of benefits that trees bestow on urban neighborhoods is long: People who live near more trees **feel younger, are happier, and are healthier**. But perhaps one of the most important factors in a world of rising temperatures is that trees have the ability to keep urban areas they cover up to 45 degrees Fahrenheit cooler than those exposed to sunlight. Yet the number of trees fluctuates between any two neighborhoods. In Austin, there’s a 20% difference in the amount of tree cover between high- and low-income neighborhoods. In Memphis, the hottest neighborhoods, usually with the lowest income and highest minority populations, are about 10.6 degrees hotter than the city’s average neighborhoods. Nationwide, majority people of color neighborhoods get 33% less tree canopy than majority white communities. Wealthier neighborhoods get 65% more.

Although Bellevue has many neighborhoods with high tree equity scores, there are 19 census blocks in our city with a tree equity score less than 70 (out of 100) according to this online mapping tool:

<https://www.treeequityscore.org/map/#11.57/47.6023/-122.1397>



Neighborhoods with lower scores not only bear the discomfort of hotter summer afternoons, they must spend more on energy trying to keep cool, thus widening the income divide that burdens our society.

300 Trees is grateful for Bellevue's efforts to address this issue, and our organization is committed to working with the city's Environmental Stewardship team to increase tree planting in lower scoring neighborhoods. Obviously, the council's support is critical to the success of these efforts. In line with Bellevue's embrace of our diverse population and respect for our natural resources, we see opportunities for our city to demonstrate leadership in providing a clean, green city for *all* residents.

Sincerely,

Don Marsh

## Roberts, Karin

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**From:** MWannamaker WANNAMAKER <mwannamaker@comcast.net>  
**Sent:** Tuesday, June 29, 2021 8:59 PM  
**To:** EBCC  
**Subject:** Mobility Implementation Plan Policies  
**Attachments:** EBCC\_MIP\_Policies\_21.06.29\_ltr.docx

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

Councilmembers,

The Transp. Dept. & Transp. Commission will be presenting the Mobility Implementation Plan (MIP) Policies to the EBCC at your July meeting. Attached is my letter regarding these policies.

Sincerely,  
Michelle Wannamaker  
4045 149th Ave. SE  
Bellevue, WA 98006

(425) 746-6921

mwannamaker@comcast.net

Councilmembers,

Concurrency is a very complex transportation issue and it is unlikely that any of you have ever read a Bellevue Concurrency Report, but it is a topic that you will need to have at least a rudimentary understanding of, in order to evaluate the Mobility Implementation Plan (MIP) Policies, which will be presented to you at your July meeting. Yes, I am well aware that the Transp. Dept. & Transp. Commission (TC) are developing a *multimodal* concurrency methodology & analysis process and the existing concurrency reports are based only on vehicle concurrency, but there is more information in these reports than just vehicle concurrency. Information that you need to know & understand, in order to evaluate these policies. For example, the word ‘Standard’ has a specific meaning to the Transp. Dept. and it probably isn’t what you would assume. You are evaluating concurrency policies to be used by Transp. Dept. staff, so you need to know how they interpret specific words! If the TC, Planning Commission (PC), or EBCC gives a word a different meaning than how it is currently used by Transp. Dept. staff, it will result in confusion and misunderstanding, when staff try to use the new multimodal concurrency method or interpret it.

I don’t know why staff hasn’t been including this information in the Meeting Materials for the Transp. and Planning Commissions, because it is difficult to evaluate these policies, without knowing this. I’ll let staff explain these terms and methodologies *in their own words*.

Everything in double quotes in this letter is a *copy & paste* from the 2020 Concurrency Update, which you can find (along with all the other concurrency reports) at <https://bellevuewa.gov/city-government/departments/transportation/planning/infrastructure-and-subareas/concurrency-update>

However, the italics, bolds, & underlines are my additions. The existing concurrency reports include:

1. Vocabulary definitions used by the Transp. Dept.
2. Explanation of existing Concurrency methodology
3. The state-mandated requirements of the Growth Management Act (GMA)

### **Vocabulary definitions used by the Transp. Dept.**

Concurrency – “a requirement of the Washington State Growth Management Act (RCW 36.70A.070 (6), now or as hereafter amended) that the city must adopt **level of service *standard*** and enforce an ordinance precluding approval of a proposed development if that development would cause the level of service of a transportation facility to fall below the city’s adopted ***standard***, unless a financial commitment is in place to complete mitigating transportation improvements or strategies within six years.”

Congestion allowance – “the number of signalized system intersections in a Mobility Management Area that are allowed to exceed the V/C standard adopted for that area as defined in the City’s Traffic Standards Code.”

Mobility Management Area (MMA) – “geographic sub-areas of the City, designated for transportation concurrency analysis and reporting purposes.” Similar to a neighborhood,

but MMA's don't exactly follow the same boundary lines as the City's defined Neighborhoods or Subareas.

Standard – “The City’s concurrency **standard** consists of two metrics for each of the MMAs: the permitted *maximum* average system intersection V/C ratio and the *maximum* number of system intersections allowed to exceed the V/C ratio for each MMA (congestion allowance).” Here is an excerpt of the table depicting this:

	<b><u>MMA</u></b>	<b><u>Concurrency Standard</u></b>	
		<b><u>V/C Ratio</u></b>	<b><u>Congestion Allowance</u></b>
1	North Bellevue	0.85	3
2	Bridle Trails	0.80	4
3	Downtown	0.95	9

As you can see, the Standard is a maximum, a limit, essentially a line on the ground that you can't cross over. If you do exceed it, what you are measuring, fails. If a System Intersection exceeds the V/C Ratio, that intersection fails. If the number of intersections failing the V/C Ratio exceeds the Congestion Allowance (the number of intersections allowed to fail), then the MMA fails or is out of compliance. For example, if a System Intersection in the North Bellevue MMA (MMA 1) exceeds the V/C Ratio of 0.85, that intersection fails and if more than 3 intersections fail (which is the Congestion Allowance), then the MMA exceeds the Concurrency Standard. That MMA fails.

The 2<sup>nd</sup> way an MMA is evaluated is to calculate the average V/C Ratio of *all* the System Intersections in that MMA. If that *average* exceeds the V/C Ratio of the Concurrency Standard for that MMA, then that MMA fails.

System Intersections – Specific “arterial street intersections controlled by existing and likely future traffic signals.” “System intersections within the mobility management areas are listed and mapped in BCC 14.10.060.”

### **State-mandated requirements of the Growth Management Act (GMA)**

Since the new multimodal concurrency system *must* meet the state-mandated requirements of the GMA, it is vitally important that you understand what they are. Most importantly, because if you continue down the road City staff and the Transp. Commission are driving you down, which will make all of the metrics ‘targets,’ and not ‘**Standards**,’ you will put the City of Bellevue in violation of the GMA, in violation of state law. Now you are welcome to read Washington State’s Growth Management Act (RCW 36.70A.070 (6), located at <https://app.leg.wa.gov/rcw/default.aspx?cite=36.70a.070>, but I found it rather difficult to understand & the fact that it was in an outline format, but didn’t indent or format as an outline should (at least that was the case on my tablet), added to the difficulty.

Fortunately, the existing concurrency reports contain a fairly simple summarization of the GMA requirements:

“The Washington State Growth Management Act (GMA) of 1990 requires that local jurisdictions adopt ordinances to establish **concurrency metrics and standards** to determine the ability of the transportation system to support new development. The City of Bellevue’s adopted Traffic Standards Code (Bellevue City Code Chapter 14.10) establishes the City’s transportation concurrency standards and methodologies, and compliance determination process. The Director’s Rule of 2017 further defines the specifications of this procedure.

An assessment of transportation concurrency is prepared periodically – typically annually – by the Bellevue Transportation Department to update information on land use development and transportation conditions within the City. The primary objective is to provide a snapshot of the latest transportation system performance findings related to vehicle capacity to inform land use and transportation decision-making. In addition, the concurrency report is used to identify problem areas so that traffic mitigation options can be explored and identified to effectively accommodate changing conditions.”

The GMA is designed to limit growth so that it doesn’t exceed the capacity of the transp. system. If a development’s impact on transp. would exceed the capacity of the transp. system, either development must stop .... or the developer and/or the City must commit funds to mitigate the impact within 6 years. The reason traffic congestion is so bad, now, is that the Transp. Dept. recommended and the City Council approved raising the Standard time after time, so the developers didn’t exceed the Standard and have to pay for the full impact of their developments. Transp. Dept. staff have repeatedly stated that there are far more projects in the Transp. Facilities Plan (TFP) than the City could ever hope to build with their budget and the Congestion Levy funds. These developers **must** be forced to pay for their *full* impacts!

Finally and most importantly, **don’t let staff change the Standards to Targets**. Don’t let them change maximums or limits and severely **reduce their effectiveness** by changing them to Performance Targets or goals! The way Concurrency works, now, if a development would put that MMA over the Standard or maximum, the developer has 3 options:

1. Pay to mitigate the impact of their development on the transp. system.
2. Decrease the size of their development, so that its impact doesn’t exceed the Standard.
3. Don’t build the development.

Now, City staff and the consultant have decided to play word games. Their latest claim is that the Standard is the group of Performance Targets for each transportation mode. Essentially, they are claiming that the maximum is a group of goals. If your response was something to the effect of “Say, what?!!” or “That doesn’t make sense”, you’re not alone. Let me try to describe this another way.

Let’s say that the Standard (maximum) is the sum of  $A + B + C$ .

A, B, & C are each targets (goals) for the number of gizmos stores A, B, & C each hope to sell.

A = 1-5 gizmos  
B = 4-20 gizmos  
C = 2-4 gizmos

So how can  $A + B + C$  = a maximum or limit (Standard)?

How can the sum of 3 goals or targets = a maximum? This just doesn't make sense! And I'm surprised that staff and the consultant can even say this with a straight face.

The GMA is supposed to limit growth, so that it doesn't exceed the capacity of the transp. system. It also is supposed to ensure that a developer pays for the full impact of their development. So if a Standard or maximum is changed to a Target or goal, how will developers be forced to pay for the *full* impact of their development on the transp. system? Please remember, just because an intersection or MMA goes over the Performance Standard, doesn't mean development has to stop. It just means that developer will need to pay to mitigate his development's impacts on the City's transp. system.

I hope you find the information in this letter helpful, as you evaluate the policies for a multimodal concurrency methodology & targets.

Sincerely,

Michelle Wannamaker  
4045 149<sup>th</sup> Ave. SE  
Bellevue, WA 98006  
  
(425) 746-6921  
  
mwannamaker@comcast.net

## Roberts, Karin

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**From:** e.freed@comcast.net  
**Sent:** Wednesday, June 30, 2021 11:02 AM  
**To:** EBCC  
**Subject:** Oral Communication for 7/6/21 Meeting  
**Attachments:** Oral Communication - EBCC.pdf

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

EBCC Chair and Council Members,

Please see my attached written comments that I hope to share at the 7/6/21 meeting during oral communication.

Thank you,

Ellen Weiss  
1823 154<sup>th</sup> Ave SE  
(206) 947-2104

EBCC Chair and Council Members,

I'd like to talk to you about the proliferation of mega-houses within the EBCC boundary, as well as throughout Bellevue's neighborhoods as a whole.

Over the past two months I've coordinated two community meetings that were attended by roughly (25) Bellevue residents who are deeply concerned about the changes taking place in our neighborhoods at the hands of single-family home builders. Many more have participated in Nextdoor.com conversations and expressed their concerns about the builders who are single-handedly transforming our neighborhoods in ways that distress them.

These builders are purchasing Bellevue's stock of smaller mid-century homes (1200 SF to 1700 SF) at an ever-increasing rate. They purchase them off-market using predatory practices, making these houses unavailable for purchase by buyers who may be interested in purchasing a smaller home. The builders remove most significant trees on the lot, tear down the smaller houses and replace them with mega-homes that are exceedingly large, tall and expensive to purchase. The new houses tower over the existing mid-century houses, block sunlight and air, greatly decrease privacy, are grossly out of proportion to the size of the lots they are built upon and, in general, are completely out of character with the rest of the neighborhood.

Bellevue's Comprehensive Plan refers to several City neighborhoods as "historic". The Plan states that Bellevue values the distinct character and qualities of the City's diverse neighborhoods, and that the diversity of Bellevue's neighborhoods is a "city treasure".

Many of Bellevue's residents feel the same way and recognize the importance of seeking to maintain and foster economic diversity in our single-family neighborhoods. It is my assertion that to maintain economic diversity, City codes must allow for the continued existence of affordable single-family houses. Codes must protect the continued existence of smaller homes that allow young families, lower income residents, empty nesters, single-parent households, people who want to age-in-place and environmentally conscious citizens to have affordable and appropriately sized single-family homes.

The current city codes are in direct conflict with the idea of preserving this stated treasure of diverse neighborhoods. The unique look and feel of many of our neighborhoods is being destroyed by the accelerating pace of teardowns and new builds of 4000+ SF that tower over the existing mid-century homes.

I'd like to request that EBCC adopt this issue as an area of concern and represent the many citizens that want to see our city codes and ordinances changed to better protect our neighborhoods. I'd like to see EBCC support a call to action to the City to temporarily halt the processing of single-family permit applications that include the demolition of the existing home on the lot, while City Council and City Staff reevaluate relevant codes and ordinances, and develop new rules to tighten restrictions on single-family home builders so that the City can preserve what it claims to value about our neighborhoods.

Sincerely,

Ellen Weiss