



Eddie Chang Urbanist Questionnaire 2025

Bellevue City Council, Position 1

What are your top three priorities to achieve in your term?

Housing for All, Affordable Childcare, Environmental Stewardship

How will you boost housing options, particularly for families of all incomes to live where they work? How will you engage the public for new shelters, transitional housing, emergency housing, permanent supportive housing? How do you weigh community objections with the housing goals for your jurisdiction, while encouraging engagement from neighbors?

To boost housing options for all families, I'll champion an "all-of-the-above" approach. This means streamlining permitting, expanding MFTE and density bonuses, and pushing for full implementation of HB 1923 to create diverse housing types. I'll prioritize Community Land Trusts and Limited Equity Co-ops, and require strong labor standards and apprenticeships for publicly funded projects.

Engaging the public on new housing solutions, including shelters, requires proactive, transparent communication. I'll lead with facts, showcase successful models, and provide accessible information, involving service providers early. We must balance community objections with the urgent need for housing. While listening respectfully, I'll prioritize data-driven decisions and the common good, ensuring our goals for a stable, thriving Bellevue for all residents are met



Do you support adding progressive revenue sources? Which ones would you support to fund your priorities? Or what cuts would you make to balance budgets facing increasing strain under Trump?

I absolutely support implementing progressive revenue sources for Bellevue, while simultaneously working to reduce regressive taxes that disproportionately burden our low-income residents. We must be acutely mindful of the potential for federal funding disruptions, especially given the political climate. My priority is to build deep resilience into our city's budget, allowing us to adapt not only to economic shifts but also to potential federal fund withdrawals. I would rigorously review existing city projects, identifying and cutting those that consistently fail to deliver a tangible return on our investment. This strategic approach to both revenue and expenditure ensures we can fund vital services, protect our most vulnerable residents, and secure Bellevue's future against external pressures, without resorting to cuts that harm our essential community fabric.

What do you think is the most important strategy your jurisdiction can pursue to limit cost increases and make the region affordable to live in? How would you go about implementing that strategy?

The most critical strategy Bellevue can pursue to limit cost increases and ensure regional affordability is to directly address our severe housing supply deficit. When families are forced to spend 40% or more of their income on rent or mortgage, it creates a ripple effect, making every other aspect of life in our region disproportionately expensive. Simply put, we must build significantly more housing across all income levels to meet the overwhelming demand.



To implement this strategy, I would champion an "all-of-the-above" approach. This includes aggressively streamlining our permitting processes and removing unnecessary regulatory hurdles to accelerate development. We must also expand and fully utilize incentives like the Multifamily Tax Exemption (MFTE), density bonuses, and height allowances, particularly near job centers and transit. Furthermore, I'd push for the widespread adoption of diverse housing models, such as Community Land Trusts and Limited Equity Co-ops, which are crucial for long-term affordability. My goal is to transform Bellevue's housing landscape from one of scarcity to one of abundance, making our city truly affordable for everyone.

Traffic deaths are rising across Washington state, with pedestrians composing an increasing share statewide. What is your approach to making our streets safer for all users?

The tragic rise in traffic fatalities across Washington, particularly among pedestrians, demands a resolute and multi-faceted approach to making Bellevue's streets safer for everyone. My strategy centers on implementing Vision Zero principles, aiming to eliminate traffic deaths and serious injuries. This isn't just a goal; it's a commitment to designing a transportation system that prioritizes human life. To achieve this, I will advocate for redesigned infrastructure, embracing "Complete Streets" principles to ensure our roads safely accommodate all users – pedestrians, cyclists, transit riders, and drivers. This means prioritizing features like wider sidewalks, protected bike lanes, well-lit crosswalks with advanced signaling, raised intersections, and traffic calming measures such as roundabouts. These design changes are proven to reduce vehicle speeds and minimize conflict points. Furthermore, I support leveraging smart technology and data-driven enforcement, utilizing tools like pedestrian detection at crosswalks and optimizing traffic signals. We must use



collision data to strategically deploy resources and implement targeted safety improvements, moving beyond broad enforcement.

What is your approach to improving public safety over the next five years? How will you actualize it?

My approach to improving public safety in Bellevue over the next five years is comprehensive, focusing on proactive, community-centered strategies rather than solely reactive measures. First, we must invest in upstream solutions to address the root causes of public safety challenges. This means expanding access to affordable housing and childcare, which reduce economic instability often linked to crime, and ensuring robust mental and behavioral health services are accessible throughout our city. When people have stable homes, reliable care for their children, and mental health support, our entire community becomes safer. Secondly, I will champion innovative co-responder models for crisis intervention. This means expanding programs that pair law enforcement officers with trained mental health professionals or social workers when responding to non-violent calls related to mental health crises, substance abuse, or homelessness. This approach ensures individuals in crisis receive the most appropriate, compassionate care while allowing police resources to focus on serious crime. To actualize this, I will prioritize budgetary allocations to these preventative and alternative response programs, work collaboratively with our police department to implement best practices, and actively engage community stakeholders to ensure our public safety strategies are effective, equitable, and reflective of Bellevue's diverse needs.



The Eastside faces unique challenges when it comes to affordability, transit connectivity, and suburban versus city identity. What are your thoughts on how we can envision the future of urbanism on the Eastside?

Bellevue indeed grapples with a unique blend of suburban identity and burgeoning urban challenges, particularly around affordability and transit. My vision for the future of urbanism here embraces Transit-Oriented Development as the foundational strategy. This means strategically concentrating housing, businesses, and public spaces around our growing light rail and transit hubs. By creating dense, mixed-use communities near high-capacity transit, we reduce reliance on cars, mitigate traffic congestion, and shorten commutes, thereby making daily life more convenient and affordable for residents. Crucially, this vision extends to fostering multi-modal transportation. Beyond light rail, we must invest heavily in expanding and integrating bike lanes, enhanced pedestrian infrastructure, and efficient bus rapid transit. We can also explore innovative "last-mile" solutions and public services, similar to the "Bellhop" concept, ensuring seamless connectivity from transit stations to homes and workplaces. This holistic approach to mobility will reduce the financial burden of car ownership and truly link our communities. Ultimately, envisioning the Eastside's urban future means thoughtfully evolving from low-density suburbs to vibrant, interconnected urban villages, preserving green spaces, and providing diverse housing while supporting dynamic economic centers, all designed for the benefit of our diverse population.

Do you support camping bans or sweeps? If elected, how would you adapt or change current law/policies to protect and support our neighbors?



I oppose camping bans without viable shelter and wraparound services. If elected, I'd prioritize increasing dignified shelter capacity. Our focus must shift from displacement to empowering our unhoused neighbors with true opportunities for stability and growth, ensuring basic needs are met while fostering long-term solutions.

In what ways could your city's comprehensive plan go further, and what would you push for to improve it during your tenure?

Bellevue's Comprehensive Plan, while robust, could further enhance its focus on community well-being and sustainable growth. A key area for improvement is the explicit integration of childcare planning. I would advocate for a dedicated "Childcare Element" within the plan, including a comprehensive needs assessment, zoning incentives for new facilities, and partnerships to expand accessible, affordable childcare options. This proactive approach would recognize childcare as essential infrastructure, not just a private concern.

To accelerate Bellevue's development, I would push for the strategic expansion of Planned Action designations beyond current areas. This involves pre-approving environmental reviews for specific growth corridors, allowing for swifter project approvals once these detailed plans are in place. Concurrently, a robust digital permitting system and clear performance metrics for review times would further streamline the process.

Finally, while Bellevue has made strides, I would push to eliminate minimum parking requirements city-wide, moving towards a market-based approach. This would be



coupled with a stronger commitment to multi-modal transportation, prioritizing substantial investments in pedestrian and bicycle infrastructure, and enhancing transit connectivity. These changes would foster a more walkable, bikeable, and transit-friendly city, reducing reliance on single-occupancy vehicles.