CITY OF BELLEVUE
ENVIRONMENTAL CHECKLIST
(Integrated SEPA/GMA Process)

A. BACKGROUND INFORMATION

PROPOSAL TITLE: St. Margaret's Episcopal Church Comprehensive Plan Amendment (07-117934 AC).

PROPERTY OWNERS' NAME: St. Margaret's Episcopal Church and Precision Management Inc.

PROPOSAL LOCATION (street address and nearest cross street or intersection as well as a legal description if available): A 3.86 acre site located generally at 4228 Factoria Boulevard SE and including a portion of the adjacent parcel to the north.

PROPONENT'S NAME: City of Bellevue, Department of Planning and Community Development (The Bellevue City Council initiated the Comprehensive Plan amendment at the request of St. Margaret's Episcopal Church)

CONTACT PERSON'S NAME: Paul Inghram, AICP, Comprehensive Planning Manager

CONTACT PERSON'S ADDRESS: Department of Planning and Community Development
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009-9012

CONTACT PERSON'S PHONE and EMAIL: 425-452-4070; Pinghram@bellevuewa.gov

BRIEF DESCRIPTION OF THE PROPOSAL'S SCOPE AND NATURE:

1. **General description:**
   This application proposes to change the Comprehensive Plan designation for a 3.86 acre site from Single Family-High (SF-H) to Multifamily-High (MF-H). This change would support a future rezone of the property to R-30, which generally allows a residential density of up to 30 units per acre, plus bonus provisions. Residential development on site could occur in addition to the existing church and thrift store uses.

2. **Site acreage:** 3.86
3. **Number of dwelling units/buildings to be demolished:** N/A

4. **Number of dwelling units/buildings to be constructed:** N/A This Comprehensive Plan amendment will not directly result in additional construction; it would support a future rezone to R-30, which could facilitate new residential development on the site.
5. **Square footage of buildings to be demolished:** N/A
6. **Square footage of buildings to be constructed:** N/A
7. **Quantity of earth movement (in cubic yards):** N/A
8. **Proposed land use:** Multifamily-High (MF-H)
9. **Design features, including building height, number of stories and proposed exterior materials:** N/A. The R-30 zone has a general height limit of 40 feet compared to the height limit of 35 feet for current zone of R-5. Specific exceptions and limitation apply in each zone. Transition area requirements, which have a basic height limit of 30 feet and a bonus height limit of 40 feet for the R-30 zone, would apply to those areas within 300 feet of an R-5 zone. Specific building design features have not been determined at this time and would be reviewed at the time of building permit review.
10. **Other:**

Proposed timing or schedule (including phasing, if applicable):

The property owner may seek to rezone the property immediately following the potential approval of the Comprehensive Plan amendment.

Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

St. Margaret's is working with St. Andrew's Housing Group to explore the potential for an affordable housing development on the church site.

List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- City of Bellevue Comprehensive Plan
- Determination of Non-Significance – Comprehensive Plan Update (Bellevue) – fall 2004
- Factoria Area Transportation Study and related EIS
- St. Margaret's Episcopal Church Traffic Analysis dated Sept. 13, 2007 (attached)

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.

None known.

List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known.

Action by the City Council will be required for adoption of the Comprehensive Plan amendment and subsequent rezone.

B. Environmental Elements

No discussion of the individual Environmental Elements is required for GMA actions per WAC 197-11-235.3.b.

C. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (do not use this sheet for project actions)

SUMMARY

Project Summary:

This application proposes to change the Comprehensive Plan designation for a 3.86 acre site from Single Family-High (SF-H) to Multifamily-High (MF-H). This change would support a future rezone of the property to R-30, which generally allows a residential density of up to 30 units per acre. Residential development on site could occur in addition to the existing church and thrift store uses.

Environmental Summary per WAC 197-11-235(3)(b):

State the proposal's objectives:

The proposal's objectives are to increase the allowed residential density to make an affordable housing project on the church site viable. The existing church and thrift store uses are anticipated to remain.

Specify the purpose and need to which the proposal is responding

The proposal is responding to the community's need for affordable housing. Support for affordable housing is provided in the Housing Element of the Comprehensive Plan:

Policy HO-25. Ensure that affordable housing opportunities are not concentrated, but rather are dispersed throughout the city.

Policy HO-26. Involve both the public and private sectors in the provision of affordable housing.

Policy HO-28. Provide incentives and work in partnership with not-for-profit and for-

profit developers and agencies to build permanent low- and moderate-income housing.

State the major conclusions, significant areas of controversy and uncertainty:

By changing the Comprehensive Plan designation for the site to MF-H and the subsequent rezone to R-30, the site could support a mixture of uses, including the existing church and thrift store and potential new multifamily homes. Under the R-30 zone and possible affordable housing bonus provisions, the site might accommodate as many as 133 new homes. (The actual number of affordable housing units achieved on the site will be determined by specific site development issues, such as the defined project area and development configuration.)

The change to support multifamily housing is consistent with the general vision for the Factoria subarea that has community business, mixed use, and office development at the core of the area near the I-405/I-90 interchange that is then ringed by multifamily residential uses that transition to single family residential uses to the south and east. Policy S-FA-28 describes the core area, designated as District 2, as the commercial, employment and high-density residential activity center. The St. Margaret's site is located within District 2 adjacent to other multifamily uses.

The addition of new residential uses on the site is likely to result in additional traffic in the Factoria neighborhood, which is addressed under number 6, below, and with the attached traffic analysis. The analysis concludes that the anticipated traffic impacts that might occur can be accommodated by the city's future transportation network, with the transportation improvement projects included in the Factoria plan (FATS 2) and the citywide Transportation Facility Program (TFP). It also recommends the relocation of the site's driveway on Factoria Blvd. at the time of future redevelopment to be consistent with planned intersection improvements on Factoria Blvd at the Newport High School entrance.

1. **How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

The amendment itself will not directly result in discharges to water or air, or involve hazardous substances. Changing the site's designation from Single Family-High to Multi-Family High would support a change in the zoning that may result in new residential development, which would result in new sewer connections and additional ambient noise due to an increase in vehicle trips, deliveries, and other activities.

Proposed measures to avoid or reduce such increases are:

Any new development of the site must comply with city, state and federal standards related to water discharges; emissions to air; production, storage, or release of toxic or hazardous substances; and excessive noise.

2. How would the proposal be likely to affect plants, animals, fish or marine life?

There are no known direct impacts to plants, animals, fish or marine life that will result from the proposal.

Proposed measures to protect or conserve plants, animals, fish or marine life are:

City standards require landscaping, set backs, and protection of sensitive habitat areas, if affected.

3. How would the proposal be likely to deplete energy or natural resources?

The amendment would support a rezone to R-30, which may support new residential development and the incremental increase in energy usage associated with that development.

Proposed measures to project or conserve energy and natural resources are:

Any new development of the site must comply with building construction standards for energy efficiency.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

There are some small areas of slopes greater than 40% on the site that appear to be in the form of retaining rockeries. These may not meet the threshold for critical areas protection. There are no other known environmentally sensitive areas or other areas requiring protection on the site. At the time of development, the presence or absence of critical areas would be verified.

Proposed measures to protect such resources or to avoid or reduce impacts are:

If applicable, any future development would be required to comply with the city's critical areas regulations.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal would change the designation for the church site from Single Family-High to Multifamily High, increasing the potential residential density of the site. This change would be consistent with the general vision for the Factoria subarea. The site is located in District 2 of the subarea, which is described by Policy S-FA-28 as the commercial, employment and high-density residential activity center. The FATS Update (Factoria Area Transportation Study completed in 2005) recommends a well-integrated, transit supportive, pedestrian oriented, mixed-used neighborhood in Factoria's core (District 2).

This site is boarder by two arterial streets that provide vehicle, transit and pedestrian access. It is proximity to the Factoria commercial core provides it with access to a variety of retail opportunities, services, and employment. While the area to the west is designated for single family uses, that area is occupied by the Newport High School. A small professional office building in the PO designated area is also to west. The single family designated area to the south is occupied by a church and multifamily zones and uses and are located to the east and south.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Future development on the site must comply with city land use and building standards.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The potential impact on the city's transportation system in the Factoria area is described in an attached traffic analysis dated September 13, 2007. It concludes that the traffic impacts of the potential development that would be expected under the proposed Comprehensive Plan amendment for the St. Margaret's church site can be accommodated by the city's future transportation network, with the transportation improvement projects included in the Factoria plan (FATS 2) and the citywide Transportation Facility Program (TFP).

Proposed measures to reduce or respond to such demand(s) are: N/A

In order to avoid conflicts with TFP project #120, future redevelopment of the St. Margaret's site will need to be conditioned to relocate the driveway on Factoria Blvd to a point opposite the Newport High School entrance.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

No conflicts are known or anticipated.

D. The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature Pam Markham

Date Submitted 10/31/2007

St. Margaret's Episcopal Church
Proposed Comprehensive Plan Amendment
Traffic Analysis

Carl Wilson, September 13, 2007

A. Proposal

Change the Comprehensive Plan designation of the St. Margaret's site at the intersection of Factoria Blvd and Newport Way from SF-H to MF-H, with the intent of allowing up to 133 affordable housing units (with bonus), while continuing the existing church and thrift store uses. The proposal would accommodate underground parking and relocation of the thrift store to a more visible part of the site. Note that both the existing and proposed comprehensive plan designations would allow the church to expand by nearly 80% over its existing size and could allow the development of single family residential uses, but no church expansion or single family development is presently proposed.

B. Trip Generation and Distribution

Even though trip generation for a church is highest on Sunday, the proposed Comprehensive Plan Amendment would allow multifamily dwelling units on the site. Trip generation for dwelling units is most important during the peak hours on weekdays; therefore, this analysis focuses on weekdays. Trip generation is summarized in the attached table. At maximum build out, the proposed Comprehensive Plan Amendment would generate up to 131 PM peak hour trips on weekdays. If the church and thrift store remain at their present sizes, then the total PM peak hour trip generation is predicted to be 115, which is 68 more than existing.

If 25% of the site's traffic accesses via Newport Way, then the existing church and thrift store plus the new dwelling units would generate 86 total PM peak hour trips using the driveway on Factoria Blvd. This includes 51 new PM peak hour trips on weekdays generated by the dwelling units.

The attached table also shows estimates of AM peak hour traffic, due to concerns about conflicts with Newport High School traffic. If the church and thrift store remain at their present sizes, then the total AM peak hour trip generation on weekdays is predicted to be 71. Of that, 51 would be new trips generated by the dwelling units. If 25% of those trips use Newport Way, then the driveway on Factoria Blvd would receive 53 total trips during the AM peak hour, of which 38 would be new trips generated by the dwelling units.

C. Relationship to Other Plans and Projects

1. Factoria Area Transportation Study Update (FATS 2): This long-range planning project assumed 151,000 square feet of additional retail space and

685 new multifamily dwelling units within the Factoria Mall site by 2030. Within that timeframe, commercial areas around the mall were expected to build out to the maximum allowed under present zoning, plus an additional 92 multifamily dwelling units outside the mall. Based on those land use assumptions, traffic forecasting was done for the year 2030, and transportation improvement projects were identified to handle the transportation demand.

The proposed St. Margaret's Comprehensive Plan Amendment would allow up to 133 multifamily dwelling units at the St. Margaret's site. This is 41 units more than the FATS 2 assumption for dwelling unit growth outside the mall. However, the discussion below indicates that this growth can be accommodated.

2. Factoria Mall Expansion: A recent development proposal would upgrade Factoria Mall with 151,000 square feet of additional retail space and 450 new multifamily dwelling units. This would consume all the retail growth assumed for the mall site by the FATS 2 plan, but 235 multifamily dwellings assumed for the mall site remain unallocated. The FATS 2 assumptions about growth outside the mall are not affected. The unallocated dwelling units on the mall site would more than make up for the area-wide impact of the 133 units proposed at the St Margaret's site.

3. TFP project #120: The FATS 2 recommendations led to the inclusion of project #120 in the 2006 – 2017 Transportation Facilities Plan (TFP). This project is intended to add a double southbound to eastbound left turn lane from Factoria Blvd to SE Newport Way. The project would also widen Factoria Blvd by about five feet on the St. Margaret frontage and relocate St. Margaret's driveway on Factoria Blvd to align opposite the main entrance to Newport High School.

   The traffic operations analysis documenting the need for and confirming the expected success of TFP project #120 was based on the 2030 traffic forecast from FATS 2. That analysis showed that with the proposed TFP project, the signalized intersection serving the high school entrance and the relocated church access would serve approximately 3000 PM peak hour trips in 2030, with an acceptable level of service. The Transportation Department has confirmed that the addition of 86 trips in or out the church site at that point would not significantly degrade the intersection level of service.

   If the church driveway on Factoria Blvd is not relocated, then it would be necessary to prohibit left turns in and out of that driveway. At some hours, even right turns in or out of the church site would conflict with through traffic on Factoria Blvd, creating safety and operational problems.

4. Newport High School: The school was recently reconstructed to serve a maximum of 1600 students. In recent years, the student population has

averaged approximately 1400 per year, a level that is expected to continue into the foreseeable future with only random fluctuation. The growth of new multifamily dwellings near Factoria Mall will not greatly effect the student population because a relatively small percentage of high school students in Bellevue lives in multifamily dwellings of that type.

The reconstruction of the high school site included construction of a new access through the school site, connecting to 124th Avenue. This gives some school traffic the option to use 124th instead of Factoria Blvd, which should reduce peak period congestion at the school's entrance on Factoria Blvd, thus reducing the volume of school traffic that would conflict with the church's driveway. That would allow traffic growth on the church site to be accommodated more easily.

Traffic in and out of Newport High School is relatively high during the AM peak hour; however, other traffic is lower than during the PM peak. The attached table shows that traffic in and out of the St. Margaret's site will also be lower in the AM peak. Therefore, the proposed Comprehensive Plan Amendment for the church site will not create critical traffic problems on weekday mornings.

5. St. Margaret's Church Site Access: The TFP project described above assumed that the Factoria Blvd access for the St Margaret's property would be moved to a point opposite the main entrance to Newport High School, where the St. Margaret's access can make use of the traffic signal that serves the high school entrance. Relocating the access would be necessary in order to allow any left turns in or out of the St. Margaret's site, because the TFP project assumes that left turns along the remainder of the church's frontage will be prevented by a c-curb to be installed in the middle of the street. Assuming that 25% of the site's traffic accesses Newport Way, then the relocated St. Margaret's driveway is projected to serve 86 trips in the PM peak hour and 53 trips in the AM peak hour.

D. Conclusions

Traffic impacts of the development that would be expected under the proposed Comprehensive Plan Amendment for the St. Margaret's church site can be accommodated by the city's future transportation network, with the transportation improvement projects included in FATS 2 and the TFP. In order to avoid conflicts with TFP project #120, future redevelopment of the St. Margaret's site must be conditioned to relocate the driveway on Factoria Blvd to a point opposite the Newport High School entrance.

St Margaret's Comp Plan Amendment - Trip Generation

Existing Development		Existing Comp Plan		Proposed Comp Plan		Proposed Housing plus Existing Uses		Net Change Trip Gen Proposed Comp Plan minus Existing Land Use	Net Change Trip Gen Proposed Comp Plan minus Existing Comp Plan
Land Use	Trip Generation	Land Use Capacity	Trip Generation	Max Land Use Capacity	Trip Generation	Land Use	Trip Generation		
PM Peak Hour									
Church (sq ft)		Church (sq ft)		Church (sq ft)		Church (sq ft)			
30,934	20	55,000	36	55,000	36	30,934	20	16	0
Thrift Store (Misc Retail, sq ft)		Thrift Store (Misc Retail, sq ft)		Thrift Store (Misc Retail, sq ft)		Thrift Store (Misc Retail, sq ft)			
5720	27	5720	27	5720	27	5720	27	0	0
Dwelling Units		Dwelling Units		Dwelling Units		Dwelling Units			
SFDU		SFDU		SFDU		SFDU			
0	0	19	19	0	0	0	0	0	-19
MFDU		MFDU		MFDU		MFDU			
0	0	0	0	133	68	133	68	68	68
Total Trips	**47**		**82**		**131**		**115**	**84**	**49**
Weekday PM Peak Hour									
AM Peak Hour									
Church (sq ft)		Church (sq ft)		Church (sq ft)		Church (sq ft)			
30,934	20	55,000	36	55,000	36	30,934	20	16	0
Thrift Store (Misc Retail, sq ft)		Thrift Store (Misc Retail, sq ft)		Thrift Store (Misc Retail, sq ft)		Thrift Store (Misc Retail, sq ft)			
5720	0	5720	0	5720	0	5720	0	0	0
Dwelling Units		Dwelling Units		Dwelling Units		Dwelling Units			
SFDU		SFDU		SFDU		SFDU			
0	0	19	14	0	0	0	0	0	-14
MFDU		MFDU		MFDU		MFDU			
0	0	0	0	133	51	133	51	51	51
Total Trips	**20**		**50**		**87**		**71**	**67**	**37**
Weekday AM Peak Hour									