

City of  
Bellevue



# MEMORANDUM

DATE: December 5, 2007

TO: Chair Robertson  
Members of the Planning Commission

FROM: Paul Inghram AICP, Comprehensive Planning Manager 452-4070  
[pinghram@bellevuewa.gov](mailto:pinghram@bellevuewa.gov)

SUBJECT: Public Hearing for Comprehensive Plan Amendment for Courter (Honda)  
Enterprises Comprehensive Plan Amendment (07-104709 AC)

On December 12, 2007 the Planning Commission will conduct a public hearing to receive testimony related to a Comprehensive Plan Amendment (CPA) for Courter (Honda) Enterprises in the Factoria Subarea.

## BACKGROUND

This privately-initiated Comprehensive Plan Amendment (CPA) seeks to amend Factoria Subarea policy in the Comprehensive Plan to support retail auto sales in the OLB district at 13231 and 13291 SE 36th Street. If the CPA is adopted, a subsequent Land Use Code Amendment would also be needed.

### *DRAFT Policy S-FA-26.5*

Retail auto sales and leasing are appropriate in OLB districts along SE 36th Street west of the ravine located at about 133rd Avenue SE and east of the Newport Corporate Campus located at 132nd Avenue SE.

The November 21, 2007 staff report provides additional background information, discusses the public notice process, and analyzes the consistency of the proposal with the Comprehensive Plan Amendment decision criteria. Please **bring the November 21 staff report** to the December 12 Planning Commission public hearing.

## PUBLIC COMMENT

Public comments included a call from a representative from the UW Physicians clinic who inquired about the nature of the application. They also asked about Courter Enterprises plans for future use of the UW Physicians site. The geographic scope of the application and its proposal to allow retail auto sales was explained noting that the application does not disclose Courter Enterprises long term plans for the UW Physicians site.

## STAFF RECOMMENDATION

As detailed in the November 21 staff report, this proposal satisfies the decision criteria for a Comprehensive Plan Amendment. Following the December 12 public hearing and consideration

of the public comment and analysis in the staff report, staff recommends **APPROVAL** of the proposed Comprehensive Plan Amendment.

**PLANNING COMMISSION ACTION**

We request that you conduct and close the public hearing, discuss the proposal, ask questions of staff and reach a recommendation.

**ATTACHMENT**

1. Applicant submittal

## Applicant Proposal

Honda of Bellevue Auto Center  
Land Use Study  
13231 SE 36th Street, Bellevue, WA



Prepared by:

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Planning / Landscape Architecture / Economics  
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12/6/2007

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## **Executive Summary:**

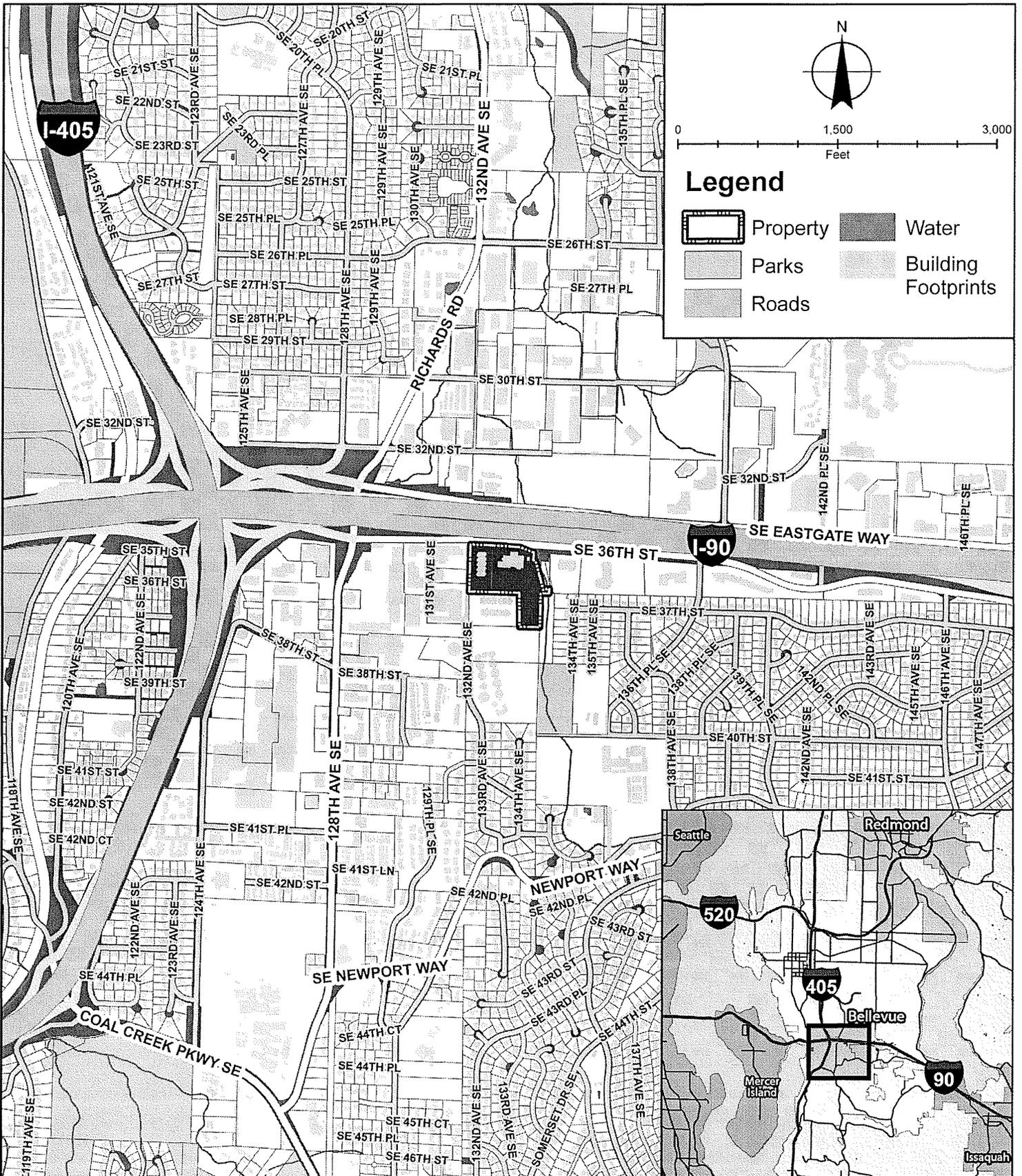
The purpose of this Land Use Study is to provide background information and Comprehensive Plan Compatibility Analysis for a proposed amendment to the Factoria Subarea plan to allow for retail auto sales on 8.05-Acres. This property is located within the Office Limited Business District (OLB) at the specific sites of 13231 and 13291 SE 36th Street. These properties are both owned by Courter Enterprises LLC or affiliated entities and include the existing Honda Auto Center retail auto dealership and a low-rise office building directly to the west. This request would address the existing "non-conforming" status of the Honda Auto Center under the City of Bellevue Municipal Land Use Code (LUC), and would facilitate the future use of a portion of an existing office building located on the adjacent property, which is also owned by the applicant. The applicant has no intention for demolition of the existing office building or the displacement of its existing tenants. Specifically, the requested amendment would facilitate a future LUC Amendment to Note 6 of the allowed Wholesale and Retail land uses within Chart 20.10.440 of the Bellevue Municipal Code (BMC) as to these parcels. Currently auto retail sales are only allowed within the OLB district on properties located on the west side of 116th Avenue NE, between NE 8th and the SE 8th off-ramp from northbound I-405.

## **Site Information / Existing Conditions**

The existing Honda Auto Center has been at the above-specified location since 1973 and is currently considered a legal "non-conforming use" under the OLB designation within the BMC (See Figure #1 - Vicinity Map). It has been determined by the property owner that renovation and modernization of the Auto Center is necessary to meet the increased demand for Honda auto sales, provide a full range of sales and services to compete in the existing market, and to meet manufacturer requirements. Since expansion of the Honda Auto Center is not permitted outright within the OLB District, the following options should be considered by the property owner in an effort to address the market changes:

- 1) Renovation and modernization of Honda Auto Center Within Existing Property Boundary,**
- 2) Re-locate Honda Auto Center to Auto Row (116th Avenue N.E./S.E.),**
- 3) Re-locate Honda Auto Center to An Area With Less Restrictive Zoning (I-90 corridor), and/or**
- 4) Utilize a portion of the Owner's Adjacent Property (PREFERRED OPTION).**

The applicant requests that the City of Bellevue Planning Staff review and consider these options in connection with the associated docket request.



|         |          |
|---------|----------|
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| Job     | date     |
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Planning  
 Landscape Architecture  
 Project Management  
 Environmental  
 Economics

**FIG. 1**

**HONDA of BELLEVUE AUTO CENTER LAND USE STUDY**

**VICINITY MAP**

Source: King County (2007), City of Bellevue (2004)

## **ANALYSIS OF PROPOSED OPTIONS**

The following is a planning analysis of the four (4) options mentioned above, each of which represents at least a possible, if not necessarily feasible, potential solution that Honda Auto Center could attempt to utilize to address its objectives outlined above. Each option was reviewed and determined to be "feasible" or "non-feasible" based upon the following criterion: land availability, associated costs of relocation, market competitors, and timeliness of relocation.

### **Review of Option #1 – Renovation and Modernization of Honda Auto Center Within Existing Property Boundary:**

Increasing the available site capacity (i.e. building parking structures) is a feasible solution that is both costly and time intensive. An expansion of this nature could be allowed through the BMC's non-conforming use provisions, which utilize the Administrative Conditional Use and Conditional Use Permit (CUP) process (see Table #1 - Nonconforming Uses). Expansion under the CUP process would not address the "non-conforming" status of the property, which is necessary to help align the property with the goals and policies outlined within the City of Bellevue Comprehensive Plan and the Factoria Subarea Plan. Leaving the property as a non-conforming use would hinder the property owner by severely limiting commercial lending opportunities and future redevelopment options as permitted within the OLB district. This has a long-term negative impact on both the current owner and, should there one day be a sale, on future owners. It has a dampening effect on market value and creates operational difficulties given current lending requirements. For these reasons option #1 is not considered to be feasible or desirable.

It is also a fact that while some renovation, modernization and expansion may be allowed under a CUP process, there are still limitations and restrictions as part of that process that automotive dealers located on properties that are legal uses do not face. Honda Auto Center's options are unreasonably limited and development is hampered under the CUP requirements. In view of the many positives flowing from the requested change, it would be equitable to remove these restrictions from the subject property.

### **Review of Option #2 - Re-locate Honda Auto Center to Auto Row (116th Avenue N.E./S.E.):**

As outlined within the four Land Use Alternatives discussed within the "Wilburton Auto Row Fiscal Analysis," dated October 3, 2005, there are several complications associated with auto sales centers relocating to Auto Row along 116th Avenue N.E./S.E. There is, in the Auto Row Area, a low supply of vacant and developable property. **Even more significant is the fact that American Honda has strict requirements which dealers must meet for retail space, auto storage and service bays. There is no known site on Auto Row, which aside from the tremendous economic cost of relocating, would permit compliance with the current requirements by Honda of Bellevue. A relocation of this nature is not considered to be a feasible option as it would be cost-prohibitive to try and accommodate a modern Honda dealership on known parcels along Auto Row.**

**Review of Option #3 - Re-locate Honda Auto Center to Area With Less Restrictive Zoning (I-90 corridor):**

As concluded within the "Wilburton Auto Row Fiscal Analysis," dated October 3, 2005, automotive sales are a substantive and stable part of the City of Bellevue's sales tax revenue. In reviewing the four options available to the property owner, moving the Honda Auto Center to another jurisdiction along the I-90 corridor with less restrictive zoning would be considered as a last resort option to remain competitive with the current market. The Honda Auto Center has been at its current location for more than 30 years and in doing so has gained loyal customers and has become a well-respected and trusted dealership within the Bellevue community. As indicated in the "Wilburton Auto Row Fiscal Analysis," moving the Honda Auto Center to another jurisdiction would create a substantial loss in tax revenues for the City of Bellevue. A relocation of this nature is not considered to be a feasible option for the client to pursue, as it would have a significant adverse impact on both the City and the dealership.

**Review of Option #4 - Utilization of the Adjacent Property for at least some auto uses (PREFERRED OPTION):**

Renovation and modernization of the Honda Auto Center at its current location is the preferred option by the property owner, which may include utilizing a portion of the office building located on the adjacent property for related auto uses. This can and should be achieved by allowing such future use on the adjacent property (13231 SE 36th Street), which is also under the same ownership as the Honda Auto Center. The existing two-story office building on this site has a long useful life and allowing some auto uses would not require its demolition or the displacement of existing tenants.

**PROPOSED DOCKET REQUEST**

The property owner is proposing, through a docket request, that the Factoria Subarea Plan be amended to include a Policy, which supports Auto Retail Sales as a permitted land use. Although expansion of the existing Auto Center may possibly be achieved with some difficulty through the Conditional Use Permitting (CUP) process, the docket request would address the existing "non-conforming status" of the Auto Center under the Land Use Code. The docket request would also facilitate a future Land Use Code Amendment to Note 6 of the allowed Wholesale and Retail land uses within Chart 20.10.440 of the BMC. Currently auto retail sales are only allowed within the OLB district on properties located on the west side of 116th Avenue NE/SE, between NE 8th and the SE 8th off-ramp from northbound I-405 (Auto Row).

***Proposed Language of Docket Request:***

The following are proposed text amendments to the Factoria Subarea Plan found within the City of Bellevue Comprehensive Plan. The amendment to the Subarea Plan's goals and policies as they pertain to permitted uses within the OLB District would address the existing non-conforming status of the Honda Auto Center under the Land Use Code, and would facilitate future use of the adjacent property owned by the applicant.

**Proposed Policy: S-FA-26(b):** Existing retail auto sales centers located within the OLB district on the south side of SE 36th Street from 128th Ave SE to 136th Pl SE should be considered by the City of Bellevue and maintained as permitted uses. All new retail auto centers within the OLB District of the Factoria Subarea should be encouraged to locate no less than one-quarter mile from one another and should be subject to the Administrative Conditional Use Permit process as outlined within Section 20.30E of the BMC.

**Proposed Discussion:** *Although the south side of the S.E. 36th Street corridor between the 128th Ave SE and 136th Pl SE is primarily designated OLB with specific office oriented design objectives, the existing auto sales center shall be permitted to 132nd Ave. S.E., along with modified landscape standards for retail auto sales only. All other design standards shall apply.*

## **Analysis of Surrounding Uses**

The following is a brief outline of the uses currently surrounding the Honda Auto Center. The analysis demonstrates that the requested change will not have a negative impact on the surrounding properties as further expansion beyond that proposed is not practical or feasible.

- ◆ **North:** To the north the subject site is fully fronted by S.E. 36th Street, which acts as a barrier between the property and the I-90 corridor.
- ◆ **East:** A densely vegetated ravine owned and maintained by the City of Bellevue is located directly to the east of the subject site. This ravine is approximately 100ft wide and separates the subject site from a property to the east and along S.E. 36<sup>th</sup> St. zoned OLB and fully developed with a 45,628sf office building. The ravine also separates the subject site at the south from single-family residences. Further east of the subject site, all properties with frontage along SE 36th Street are zoned OLB up to the I-90 overpass (See Figure #1) and are developed with large office buildings.
- ◆ **South:** A hotel borders a portion of the southern boundary line of the subject site. A school owned and operated by the Bellevue School District borders a small portion of the subject site and extends south for another five acres.
- ◆ **West:** Five tax parcels are located directly to the west of the subject site and are zoned, "Factoria Land Use District 3" (F3), which "provides for highly intensive office use in an integrated complex adjacent to freeway corridors in the Factoria area. This is the most intensive office district outside the Downtown". All five of these parcels are fully developed with office buildings. Further west of the subject site are properties zoned Community Business District (CB) and General Commercial District (GC), this area is fully built out with strip retail and the Factoria Mall further to the southwest.

## **REVIEW OF PROPOSED AMENDMENT**

As previously mentioned, changes in the Bellevue market demand for automobile sales as well as competition and manufacturer requirements will require the Honda Auto Center to increase its inventory of automobiles to remain competitive. Due to the following constraints and issues the property owner would like to move forward with the docket request. In that regard, the following should be considered:

- Increasing the capacity of the subject site within its current boundary lines (*i.e.*, parking structures) is a costly and time intensive solution, however it does not address the site's existing status as a "non-conforming" and would hinder the property owner by limiting access to commercial lending opportunities and limiting future redevelopment options as may be permitted within the OLB district.
- Relocating to Auto Row would prove to be a timely, expensive and impractical option by the property owner due to the lack of appropriately sized parcels and increased property prices within the area.
- Moving the Honda Auto Center to another jurisdiction would adversely impact both the City of Bellevue and the property owner. Honda Auto Center has been at its current location for more than 30 years and would not want to jeopardize its loyal customers or adversely impact its image within the Bellevue community. As provided by the "Wilburton Auto Row Fiscal Analysis," moving the Honda Auto Center to another jurisdiction would create a significant and material loss in tax revenues for the City of Bellevue.

### ***Compatibility With City of Bellevue Comprehensive Plan***

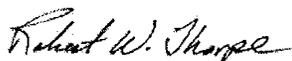
Please see attached "Table #2 - Comprehensive Plan Compatibility Matrix".

### **Summary**

The requested amendment is compatible with the 13 Comprehensive Plan Goals and Policies that are applicable to this Docket Application and in some cases, highly compatible. Analysis by our staff and Certified Planners does not reveal any incompatibility with the Washington State Growth Management Act (GMA) or City of Bellevue Comprehensive Plan Goals and Policies. Lee Michaelis, AICP, Planning Manager, assisted with this analysis.

Please contact the undersigned for questions or clarification of the analysis in this report. Qualifications of report Team can be found at <http://www.rwta.com/>.

Respectfully,  
*R.W. Thorpe & Associates, Inc.*



Robert W. Thorpe, AICP  
President



Patrick Donovan  
Associate Planner

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**UNDERLYING ASSUMPTIONS  
OF STUDY**

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This Study is constrained by the assumptions and limiting conditions contained therein, including the understanding that the report is to be utilized by the client(s) and their real estate agents to aid in the determination of the current status of the property.

The office of R. W. Thorpe & Associates, Inc. does hereby certify that:

We have no present or contemplated future interest in the real estate that is the subject of this Study.

We have no personal interest or bias concerning the subject matter of this Study.

To the best of our knowledge and belief, the statements of fact contained in this Study, upon which analyses, opinions and conclusions expressed herein are true and correct.

This Study sets forth all the limiting conditions affecting any analyses, opinions and/or conclusions expressed.

With the exceptions of discussions with jurisdictional staff concerning methodology and preliminary analysis of data, no one other than the undersigned prepared this Study or analyses, conclusions and opinions concerning the subject real estate set forth in this Study.

It is our opinion that this Study is based on information and data relevant to the date of the Study. Although subsequent historical data exists, any other analysis at a later date would require the updating of the Study to reflect current plans, policies, and regulations.

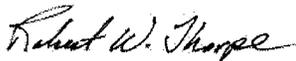
Please note that with ever-changing land use regulations to comply with Washington GMA, information contained in this Study may need to be verified periodically.

We have utilized the current Appraisal Institutes definitions.

According to the Appraisal of Real Estate Twelfth Edition page 302 Copyright 2003 by the Appraisal Institute, the definition of Highest and Best Use is as follows:

*The reasonable probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value.*

*R. W. Thorpe & Associates*



Robert W. Thorpe, AICP  
President

**Table #1 - Nonconforming Uses Matrix  
Section 20.20.560(B) BMC**

|                    |  |
|--------------------|--|
| Nonconforming Uses | <p>1. A nonconforming use may be continued by successive owners or tenants, except where the use has been abandoned. No change to a different use classification shall be made unless that change conforms to the regulations of this Code.</p>  |
|                    | <p><b>Response to #1:</b> The non-conforming use of the subject site for auto-retail sales may be continued by successive owners or tenants if it remains as Honda of Bellevue or other retail auto sales use. If the use is abandoned and it is no longer utilized as for automobile sales the site must conform to all BMC requirements.</p>   |
|                    | <p>2. If a nonconforming use of a structure or land is discontinued for a period of 12 months with the intention of abandoning that use, any subsequent use shall thereafter conform to the regulations of the district in which it is located. Discontinuance of a nonconforming use for a period of 12 months or greater constitutes prima facie evidence of an intention to abandon.</p>  |
|                    | <p><b>Response to #2:</b> If the non-conforming use of the dealership for automotive sales is discontinued or abandoned for a period of 12 months with the intention of abandoning automotive sales, any subsequent use of the site shall thereafter conform to the regulations set forth in the OLB district.</p>   |
|                    | <p>3. A nonconforming use may be expanded only pursuant to an Administrative Conditional Use Permit (CUP) if the expansion is not more than 20 percent or 20,000 square feet, whichever is less, or by a CUP if the expansion is over 20 percent or 20,000 square feet.</p>  |
|                    | <p><b>Response to #3:</b> According to the King County Department of Assessments the total square footage of the subject site is 259,230sf. Under an Administrative CUP the site would be allowed to expand 20,000sf (20% of 259,230sf is greater than 20,000sf). The subject site would be able to expand over 20% or 20,000sf under a general CUP. This ignores the reality, however, of financing such expansion and the difficulty of obtaining insurance in view of the legal non-conforming use.</p> |
|                    | <p>4. Upon expansion of any structure or complex of structures within a single site, which is over 50 percent of the existing floor area, the site shall be brought into compliance with existing Land Use Code requirements. If the expansion is 50 percent or less, the site shall be brought into proportional compliance with existing Land Use Code requirements as provided in subsection D below.</p>   |
|                    | <p><b>Response to #4:</b> An expansion of the facility of this magnitude appears to be difficult, <i>i.e.</i>, highly improbable, due to the fact that it is not possible, as a non-conforming use, to bring the site into conformity with the Land Use Code.</p>  |

| Table #2 - Land Use Compatibility Matrix<br>Analysis of the City of Bellevue Comprehensive Plan Goals and Policies   |  |                               |                   |                                 |                                      |  |
|--|--|-------------------------------|-------------------|---------------------------------|--------------------------------------|--|
| Symbol Key   | "++"<br>Highly<br>Compatible   | "+"<br>Somewhat<br>Compatible | "S"<br>Subjective | "-"<br>Somewhat<br>Incompatible | "--"<br>Highly Incompatible          |  |
| <b>City of Bellevue Comprehensive Plan Goals &amp; Policies</b>  | <b>Land Use Compatibility</b>  |                               |                   |                                 |                                      |  |
|  | <b>Applicable Goal / Policy - POLICY LU-8.</b><br>Ensure that commercial land uses are contained within carefully delineated areas.  |                               |                   |                                 | Grade<br>Current/Future<br><b>++</b> |  |
|  | <b>Response to Goal / Policy:</b> The proposed amendment would not expand the existing OLB district.   |                               |                   |                                 |                                      |  |
|  | <b>Other Citywide Policies</b>   |                               |                   |                                 |                                      |  |
|  | <b>Applicable Goal / Policy - POLICY LU-12.</b><br>Retain land availability for specific commercial uses which are important to the community.   |                               |                   |                                 | Grade<br>Current/Future<br><b>++</b> |  |
|  | <b>Response to Goal / Policy:</b> The proposed amendment would allow for the Honda Auto Center to remain within its current location. Approval of the proposed docket request would achieve Policy LU-12 and would assure the City of Bellevue the annual sales tax revenues generated by the Honda Auto Center.   |                               |                   |                                 |                                      |  |
|  | <b>Applicable Goal / Policy - POLICY LU-13.</b><br>Reduce the regional consumption of undeveloped land by facilitating redevelopment of existing developed land when appropriate.  |                               |                   |                                 | Grade<br>Current/Future<br><b>++</b> |  |
|  | <b>Response to Goal / Policy:</b> If the docket request is denied, the Honda Auto Center may be forced to relocate to another site within the City of Bellevue (of which none with appropriate zoning have been identified or are known to be available) or a close-by jurisdiction with less restrictive zoning. With a very limited (some argue nonexistent) supply of vacant developable parcels available for relocation of the Honda Auto Center, the consumption of raw or undeveloped land elsewhere in the region would likely be necessary to facilitate necessary expansion of the Honda Auto Center. Approval of the docket request would allow for an amendment that would achieve Policy LU-13 by better utilization of the existing developed parcel and adjacent parcel without the need to consume raw ground elsewhere. |                               |                   |                                 |                                      |  |
|  | <b>Applicable Goal / Policy - POLICY LU-31.</b><br>Encourage and foster economic development in areas designated for commercial uses.  |                               |                   |                                 | Grade<br>Current/Future<br><b>+</b>  |  |
|  | <b>Response to Goal / Policy:</b> Approval of the requested amendment would allow for the renovation and modernization of the Honda Auto Center within the existing OLB district. This would encourage and foster the Auto Center's economic development within the OLB district by allowing it to expand its supply of automobiles, increase annual sales, and meet manufacturer requirements   |                               |                   |                                 |                                      |  |
|  | <b>Applicable Goal / Policy - POLICY LU-32.</b><br>Maintain commercial areas outside the downtown, which can provide additional business opportunities and serve other parts of the community.   |                               |                   |                                 | Grade<br>Current/Future<br><b>+</b>  |  |
|  | <b>Response to Goal / Policy:</b> Approval of the amendment would allow for the Honda Auto Center to continue serving the Bellevue community outside the downtown area in its current location.  |                               |                   |                                 |                                      |  |
|  | <b>Economic Development Element</b>  |                               |                   |                                 |                                      |  |
|  | <b>Applicable Goal / Policy - POLICY ED-1.</b> Maintain a business climate that supports the retention and expansion of the city's economic base.  |                               |                   |                                 | Grade<br>Current/Future<br><b>++</b> |  |
|  | <b>Response to Goal / Policy:</b> Approval of the proposed docket request would support and encourage the expansion of the City's economic base by retaining the Honda Auto Center within City limits and increasing annual automotive sales. Approval of the amendment would generate a higher level of sales tax revenues to the City of Bellevue by encouraging the increasing automotive sales.  |                               |                   |                                 |                                      |  |
|  | <b>Applicable Goal / Policy - POLICY ED-3.</b> Develop and maintain regulations that allow for continued economic growth while respecting the environment and quality of life of city neighborhoods.   |                               |                   |                                 | Grade<br>Current/Future<br><b>++</b> |  |
| <b>Response to Goal / Policy:</b> The proposed docket request would help to preserve the existing quality of life and environment while supporting economic growth within the City of Bellevue. There is no demonstrable negative impact by this proposal. |  |                               |                   |                                 |                                      |  |

|  |   |                                 |
|--|---|---------------------------------|
| <b>Factoria Subarea Plan</b>   | <b>General Land Use</b>   |                                 |
|  | <b>Applicable Goal / Policy - POLICY S-FA-1.</b><br>Maintain land uses as depicted on the Land Use Plan.  | <b>Grade<br/>Current/Future</b> |
|  |   | +                               |
|  | <b>Response to Goal / Policy:</b> By approving the docket request the Honda Auto Center can address their non-conforming status while maintaining the land use as depicted on the Land Use Plan.  |                                 |
|  | <b>Applicable Goal / Policy - POLICY S-FA-2.</b><br>Protect single-family neighborhoods from encroachment by more intense uses.   | <b>Grade<br/>Current/Future</b> |
|  |   | ++                              |
|  | <b>Response to Goal / Policy:</b> The neighborhoods to the southeast of the subject site would be unaffected by the proposed docket request. No adverse impacts are expected to occur from some utilization of the adjacent property for auto-related uses. |                                 |
|  | <b>Critical Areas</b>   |                                 |
|  | <b>Applicable Goal / Policy - POLICY S-FA-8.</b><br>Protect and enhance the capability of Sunset Creek, Richards Creek, Coal Creek, and their tributaries to support fisheries and water related wildlife.  | <b>Grade<br/>Current/Future</b> |
|  |   | +                               |
|  | <b>Response to Goal / Policy:</b> The subject site is located within the Sunset Creek Basin and complies with all critical areas regulations. No additional impervious surface would be added by the proposed amendment.                                    |                                 |
|  | <b>Applicable Goal / Policy - POLICY S-FA-9.</b><br>Retain and enhance vegetation on steep slopes, within wetland areas, and along stream corridors in order to control erosion, reduce landslide hazard and to protect the natural drainage system.        | <b>Grade<br/>Current/Future</b> |
|  |   | ++                              |
|  | <b>Response to Goal / Policy:</b> The proposed amendment would not require any additional development or alter any critical areas.  |                                 |
|  | <b>Applicable Goal / Policy - POLICY S-FA-10.</b><br>Encourage the use of a variety of site development options to conserve the natural land features in wetlands or steep slopes.  | <b>Grade<br/>Current/Future</b> |
|  | ++  |                                 |
| <b>Response to Goal / Policy:</b> The proposed amendment would not require any additional development or alter any critical areas.   |   |                                 |
| <b>Planning District Guidelines</b>  |   |                                 |
| <b>Applicable Goal / Policy - DISTRICT 1 - POLICY S-FA-27.</b><br>Provide landscape buffers between any multifamily development west of Monthaven and existing single-family residences.   | <b>Grade<br/>Current/Future</b>   |                                 |
|  | ++  |                                 |
| <b>Response to Goal / Policy:</b> The proposed amendment is not expected to adversely impact the existing residential neighborhood located directly to the east of Honda Auto Center. A densely vegetated ravine approximately +/-100ft in width currently separates the Honda Auto Center from the existing neighborhood. |   |                                 |