Bellevue Planning Commission

Wednesday, September 9, 2015
5:30 to 8:30 p.m. ▪ Bellevue College
Library Media Center, Room D106
3000 Landerholm Circle SE
Bellevue, WA 98007

Parking area 6 is closest.
Directional signage to be posted.

Agenda

Special meeting to be held at Bellevue College and to include walking tour

5:15 p.m.		**Dinner available for Planning Commission**	
5:30 p.m.	**1.**	**Walking Tour of Future Eastgate Transit-Oriented Development (TOD) Area – *open to the public; wear comfortable shoes; please contact Erika Rhett (erhett@bellevuewa.gov) with any accessibility needs by noon, Sept. 8.***	Pg. 1
6:30 p.m.	**2.**	**Complete Walking Tour/Short Break**	
6:35 p.m.	**3.**	**Call to Order** *Michelle Hilhorst, Chairperson*	
	4.	**Roll Call** *Michelle Hilhorst, Chairperson*	
	5.	**Approval of Agenda**	
6:40 p.m.	**6.**	**Public Comment*** *Limited to 5 minutes per person or 3 minutes if a public hearing has been held on your topic*	
	7.	**Communications from City Council, Community Council, Boards and Commissions**	
	8.	**Staff Reports**	
	9.	**Draft Minutes Review** July 8, 2015 July 22, 2015	
	10.	**Study Session**	
6:50 p.m.		A. **NPDES Development-Related Code Review** Introduction to the Low Impact Development Principles Project *Catherine Drews, Legal Planner* *Paul A. Bucich, P.E., Assistant Director of Engineering* *Phyllis Varner, NPDES Permit Manager*	Pg. 27

7:15 p.m.	B.	**Bellevue College Update** Bellevue College Strategic Planning Update *Ray White, Vice President, Bellevue College*	
7:40 p.m.	C.	**Eastgate Land Use Code** Continued review of potential land uses in the Eastgate/I-90 Corridor *Erika Rhett, Senior Planner*	Pg. 63
	11.	**Public Comment*** - *Limited to 3 minutes per person*	
8:30 p.m.	**12.**	**Adjourn**	

Agenda times are approximate

Planning Commission members

Michelle Hilhorst, Chair
John deVadoss, Vice Chair
Jeremy Barksdale
John Carlson
Aaron Laing
Anne Morisseau
Stephanie Walter

John Stokes, Council Liaison

Staff contacts

Emil King, Strategic Planning Manager 425-452-7223
Michael Kattermann, Acting Comprehensive Planning Manager 425-452-2042
Michelle Luce, Administrative Assistant 425-452-6931

** Unless there is a Public Hearing scheduled, "Public Comment" is the only opportunity for public participation.*

Wheelchair accessible. American Sign Language (ASL) interpretation available upon request. Please call at least 48 hours in advance: 425-452-5262 (TDD) or 425-452-4162 (Voice). Assistance for the hearing impaired: dial 711 (TR).

City of Bellevue

PLANNING COMMISSION

September 2, 2015

SUBJECT

Future Eastgate Transit-Oriented Development Area Walking Tour

STAFF CONTACT

Erika Rhett, AICP, Senior Planner, erhett@bellevuewa.gov 452-2898
Planning and Community Development

DIRECTION NEEDED FROM PLANNING COMMISSION

Action
Discussion
X Information

At the beginning of this week's meeting the Planning Commission will take a walking tour of the future Eastgate Transit-Oriented Development (TOD) area. The tour will commence from the meeting room in the Bellevue College library and continue down the hill to the Lincoln Executive Center, which is envisioned as the heart of the TOD area. We will make three stops during the tour before returning to the library by van. Attachment 1 includes a tour map.

In 2014 the Planning Commission reviewed Comprehensive Plan policies to implement the Eastgate Citizen Advisory Committee (CAC) vision for the Eastgate/I-90 corridor. These policies were adopted by Council in conjunction with the Comprehensive Plan update in August. In June the Planning Commission started reviewing zoning and land use concepts for the corridor to better understand and to provide direction for upcoming land use code amendments.

The purpose of the tour is informational. It is intended to introduce the commission to some of the opportunities and challenges in implementing the CAC vision. During the tour themes of proximity, connectivity, and compact development will be highlighted.

Proximity
The TOD area is well located to serve the needs of the corridor. Bellevue College, the Eastgate Park and Ride and the future TOD area are all within easy walking distance, even now without convenient pedestrian connections. Eastgate is one of the highest volume park and ride facilities in Metro's system with capacity for over 1600 vehicles and serving 16 local and regional routes each day. Bellevue College is the third largest higher education institution in the state, annually enrolling over 37,000 students, the majority of them at the main campus. In addition, with the success of their four-year degree programs and growth in international student enrollment, there is greater demand for student housing. Within and beyond the TOD area there are also

thousands of employees within a half-mile (or 10 minute) walking radius at the Lincoln Executive Center, King County Public Health, Nissan dealership, and the Sunset Corporate Campus.

Connectivity

Bellevue's Transportation Department is actively working with other agencies to improve connections to Bellevue College along 142nd Avenue (attachment 2). Improvements to 142nd Avenue and Snoqualmie River Road will improve convenience, safety, and comfort for bicyclists, transit riders and pedestrians. 142nd Avenue also connects to the Mountains to Sound Greenway trail on the south side of I-90, with designs that include a rest area (attachment 3) to improve comfort for trail users at this key junction.

Improving connectivity is the key to taking advantage of the proximity to other uses. Enhancing existing routes is important, but additional connections are needed. The CAC envisioned these connections as a pedestrian oriented street running through the center of the TOD area and a terraced hill climb that provides direct access to the college (attachment 4). Although the center of the TOD area is all part of the Lincoln Executive Center and redevelopment of that property could achieve much of the vision, other properties will need to be involved as well. King County Public Health and Intellectual Ventures occupy the property immediately adjacent to the Eastgate Park and Ride. Properties on the edge of the TOD area include a portion of the Sunset Corporate Campus, the Nissan dealership, and the Silver Cloud Inn. Connecting the TOD area with the park and ride, the college, and even Sunset Plaza on the other side of 148th Avenue will require coordination of several property owners.

Compact Development

At about 40 total acres, the TOD area will need compact development that makes the most of the existing space. The ultimate form and character of the development could take on a variety of styles based on uses, building types, landscaping, and final layout. Some of the choices can be either encouraged or limited as the land use code is developed. A handful of concepts for the TOD area are attached (attachments 4-7). As you walk through the TOD area imagine their implementation and take note of features that may be more or less desirable for the area. Such impressions should add to the discussion of bulk and scale, design guidelines, and development standards that the commission will engage in over the next couple months.

ATTACHMENTS

1. Tour map
2. Bellevue College Connections Folio
3. Mountains to Sound Greenway trail design detail 142nd Avenue rest area
4. Conceptual rendering of future TOD area.
5. Eastgate Transit Oriented Development Area Concept
6. Lincoln Executive Center Concept (Sept 2011)
7. TOD area bulk and scale diagrams

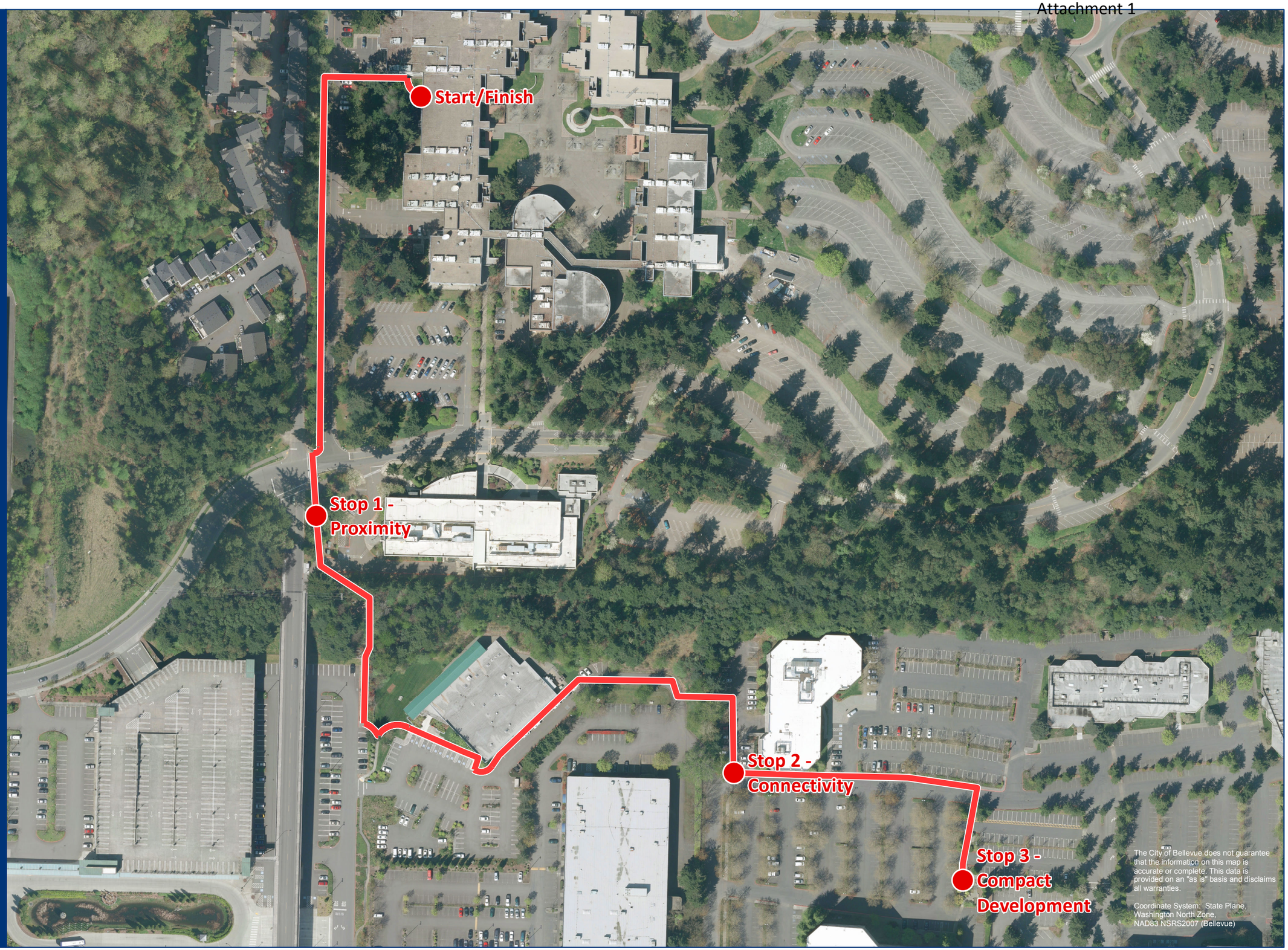
City of Bellevue
GIS Services

Planning Commission Walking Tour of Eastgate

September 9, 2015

Legend

- Tour Stops
- Walking Route



160
Feet

Sources:
City of Bellevue

Date: 8/31/2015 File Name: V:\pcdpl\deptgis\ArcGIS\Requests\Planning\2015_0831EastgateWaslkingTour\EastgateWalkingTour.mxd

PCD Department

Attachment 2

Prepared by:

City of Bellevue
Transportation Department

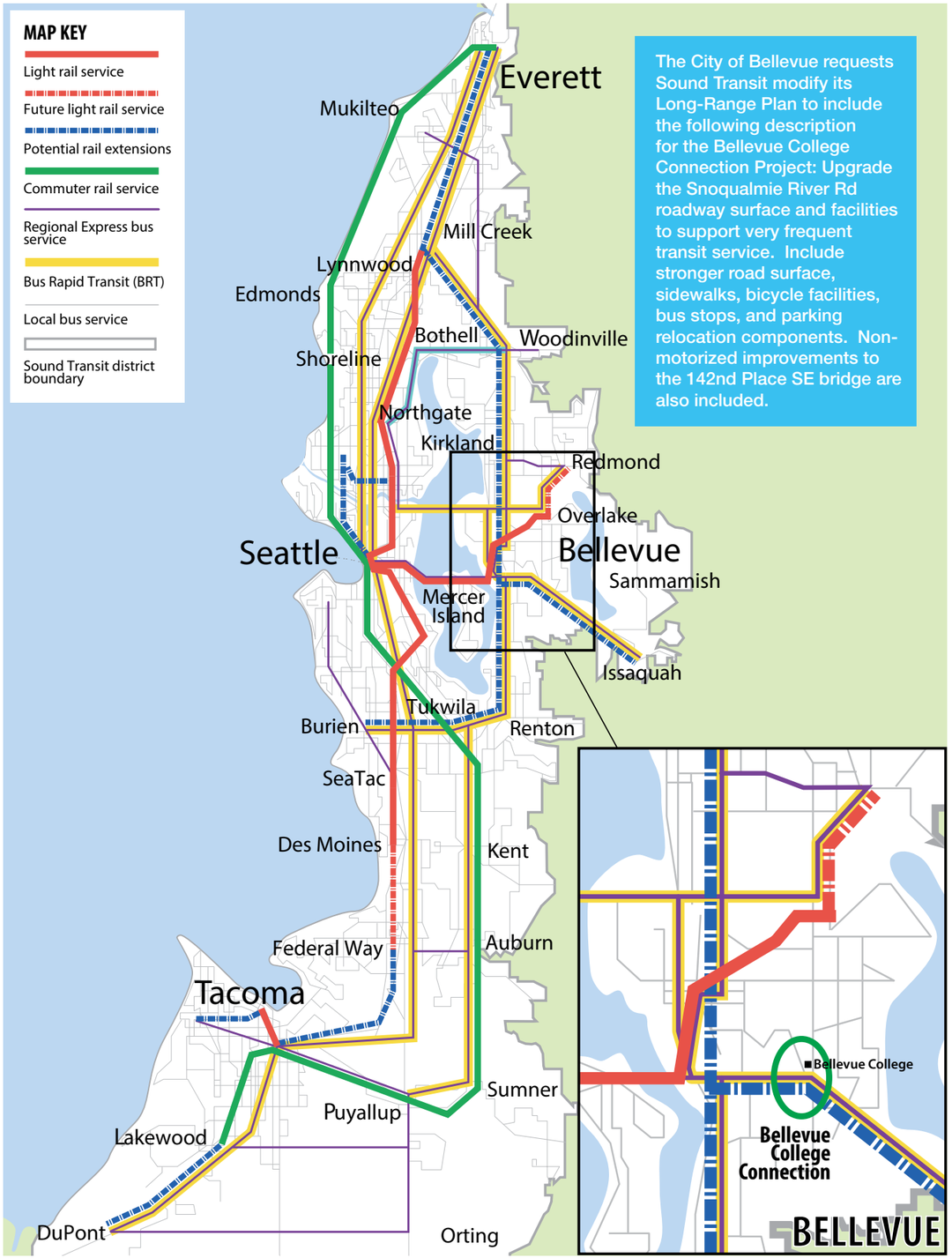
March 2014

Bellevue College Connection

142nd Place SE/
Snoqualmie River Rd

Multimodal Transportation Corridor

CITY OF BELLEVUE WASHINGTON



The City of Bellevue requests Sound Transit modify its Long-Range Plan to include the following description for the Bellevue College Connection Project: Upgrade the Snoqualmie River Rd roadway surface and facilities to support very frequent transit service. Include stronger road surface, sidewalks, bicycle facilities, bus stops, and parking relocation components. Non-motorized improvements to the 142nd Place SE bridge are also included.

existing

proposed

existing

proposed

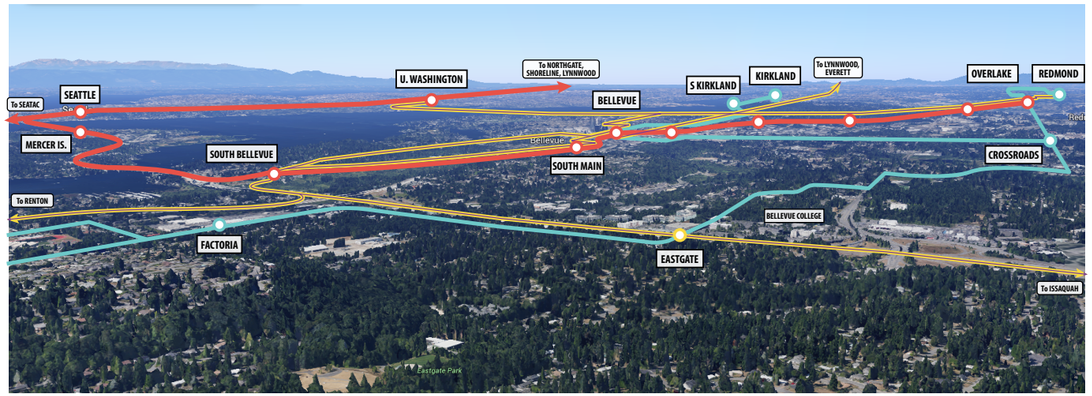
Overview

Effective transit can make a community more livable, more accessible, more sustainable, and enhance local quality of life. When complete, the **Bellevue College Connection Project** will combine regional and local transit enhancements with pedestrian, bicycle, and trail infrastructure improvements and private and non-profit investments to dramatically improve mobility options and spur redevelopment along the I-90 corridor.

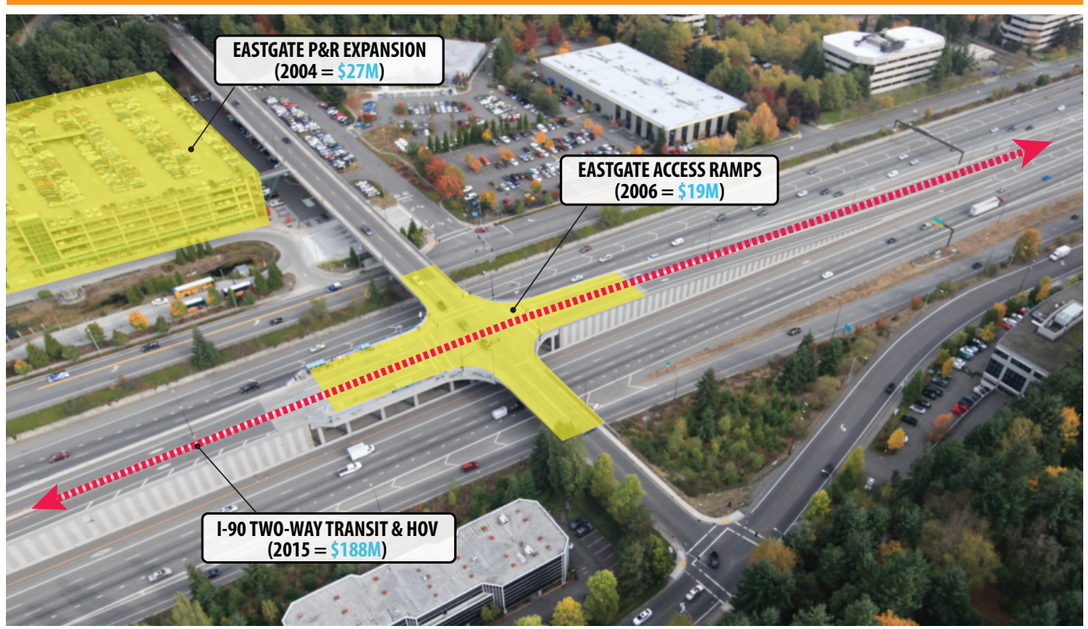
Project Benefits

Supporting the all-day transit market.
Frequent transit service depends on transit-supportive land use to remain viable, and more compact urban neighborhoods depend on transit to be livable. Bellevue College is a major asset not only for the I-90 corridor but for the regional transit network as a whole. With some 36,000 students enrolled annually, Bellevue College is the third largest higher education institution in Washington State serving a continually growing demand for higher education. Transit is the primary mode of travel for 30% of students commuting to campus, up 10% from 2010. The Bellevue College Connection project supports both the campus' evolution, including planned international housing on campus, and connections for commuters to major employers in the area, including T-Mobile and Expedia, among others.

Enhancing regional connections.
The Bellevue College Connection project will significantly improve mobility along the north-south High Capacity Transit (HCT) corridor through East Bellevue between two major Bellevue hubs: Eastgate and Crossroads. This would more directly connect Eastgate and Bellevue College to the broader regional transit network.

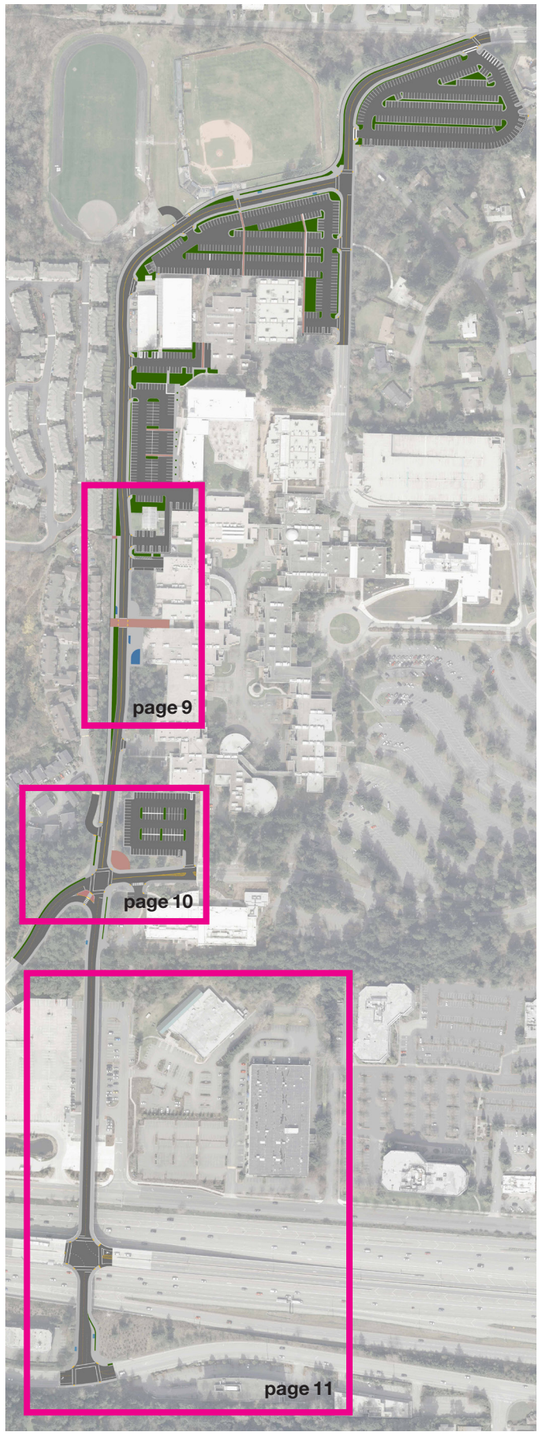


Leveraging existing transit investments.
The Bellevue College Connection maximizes the return on investment of existing and anticipated public transportation projects in the I-90 corridor by coordinating with local and regional transit efforts to identify the types of service and capital features required to meet Bellevue's future mobility needs.



existing

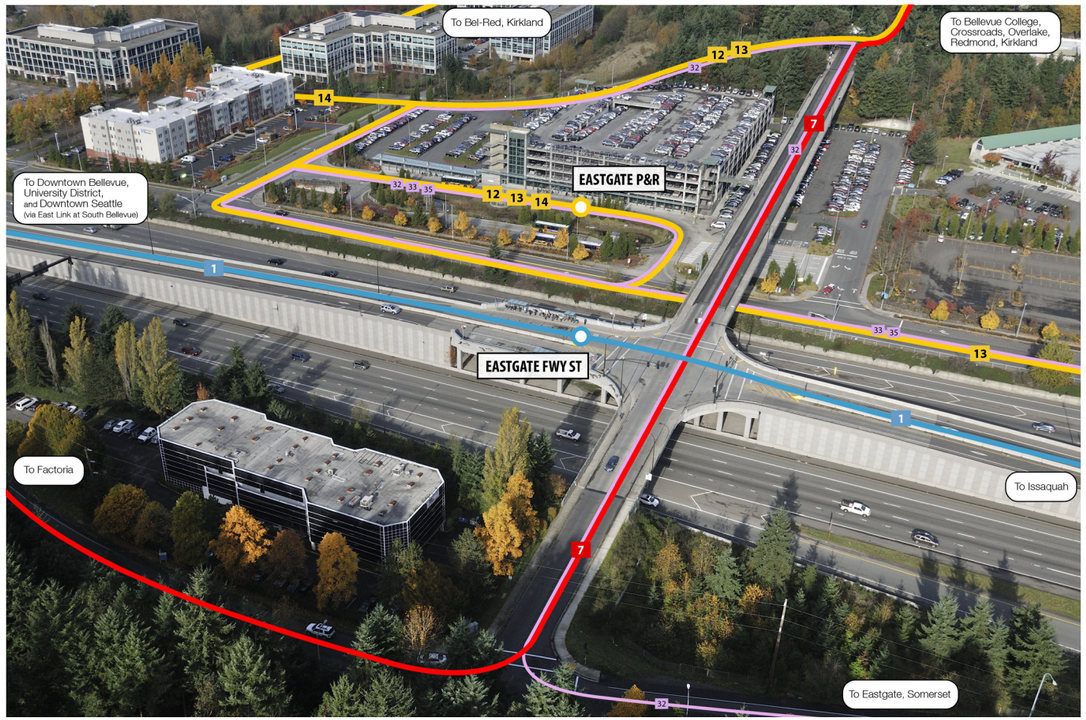
proposed



The **Bellevue College Connection** Multimodal Transportation Corridor is located between the intersection of 142nd Place SE and SE 36th Street on the south end and SE 24th Street and Kelsey Creek Road on the north end. The corridor spans the length of the 142nd Pl SE Bridge from SE 36th St to SE 32nd Street, continues north along Snoqualmie River Road to its intersection with Kelsey Creek Road, and proceeds north to SE 24th Street. This multimodal corridor as proposed and reflected in the preliminary design concepts presented here is intended to support pedestrians, bicyclists, and transit users.

Improving transit speed and reliability.

Enhancing the transit connection between the Eastgate Park & Ride and Bellevue College – both major transit hubs – and points beyond will significantly improve transit operations and service delivery in the region. At present, the Park & Ride and Bellevue College are less than a half mile apart as the crow flies. Unfortunately, terrain and the road network make this a very difficult connection. Coaches travel out to 148th Avenue and turn onto Eastgate Way; this requires three signalized left turns in the northbound direction, in addition to significant added distance. The Bellevue College Connection project will dramatically improve the average speed of coaches in the Eastgate area, resulting in improved provision of cost-efficient and effective bus transit service and potential for increased ridership.



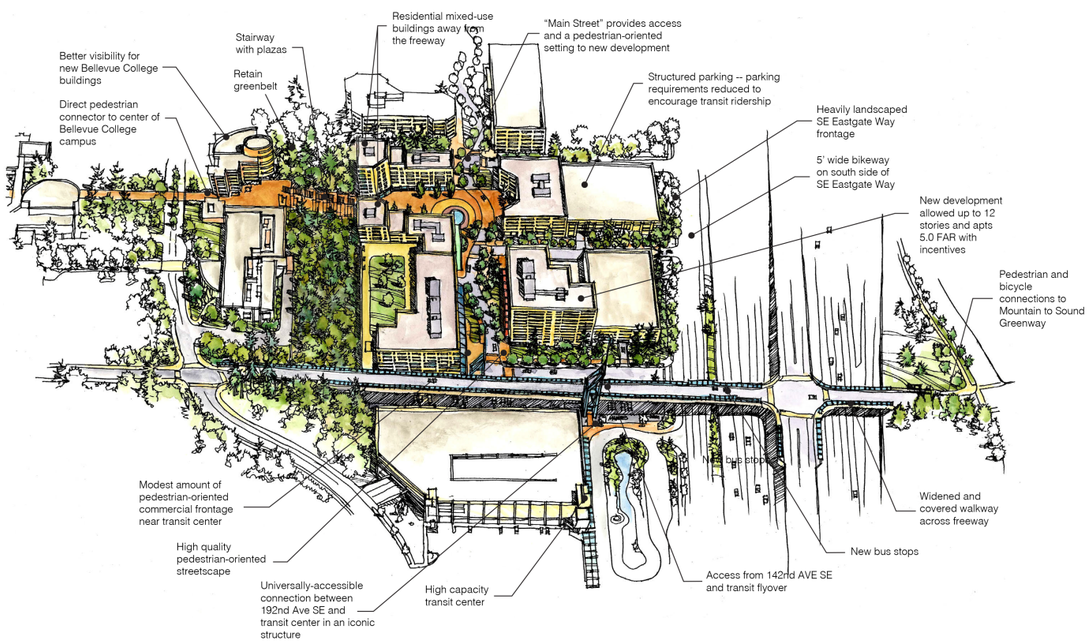
Collaborating with our partners.

Developing a successful transit corridor requires new funding sources, strong partnerships among public agencies, and increased involvement of non-profit and private sector entities. When partnerships coalesce around a project like the Bellevue College Connection, opportunities are realized to enhance connectivity between different modes of transportation and to contribute to a positive community identity. Over the last two years, the City of Bellevue invested in planning, preliminary design, and environmental work for the Bellevue College Connection project. A local match of near-term capital funding is available to advance this priority project.

Catalyst for Transit Oriented Development.
Over the next 20 years, the I-90 corridor will experience many improvements that will focus, connect, and enhance the region. In Bellevue, the most extensive and focused development will occur around the Eastgate Park & Ride, Bellevue College, Lincoln Executive Center site, and surrounding parcels. The community's goal is to facilitate the evolution of this area into a walkable, bikable, transit-oriented, multiuse center where people work, live, shop, learn, and recreate.
The integration of :

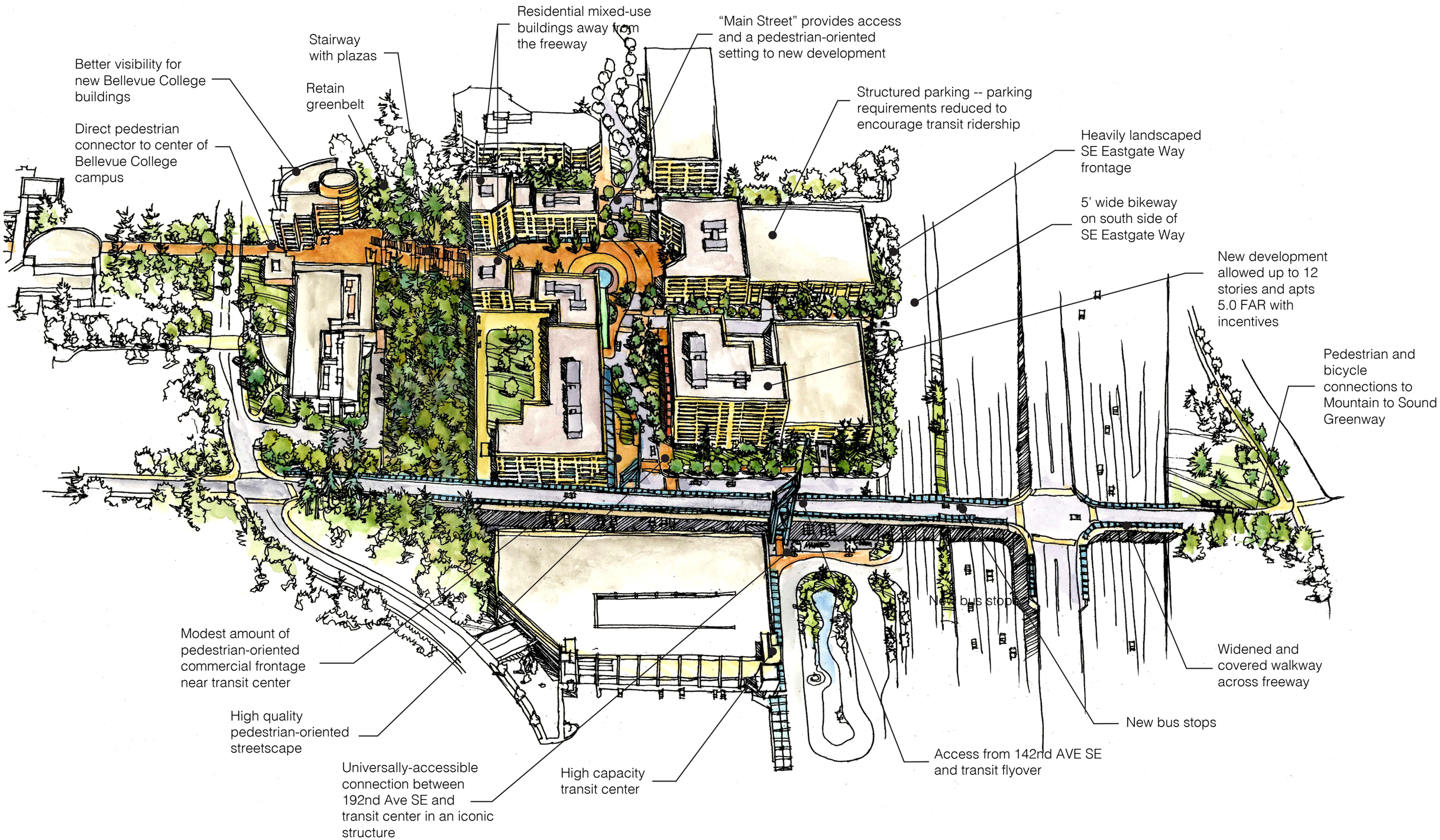
1. the Eastgate Park & Ride,
2. a cluster of mixed-use residential, retail, and office buildings around a new pedestrian-friendly "main street", and
3. a more visually and institutionally prominent Bellevue College

will create a vibrant urban neighborhood supported by a balanced transportation system that emphasizes transit and non-motorized connectivity.



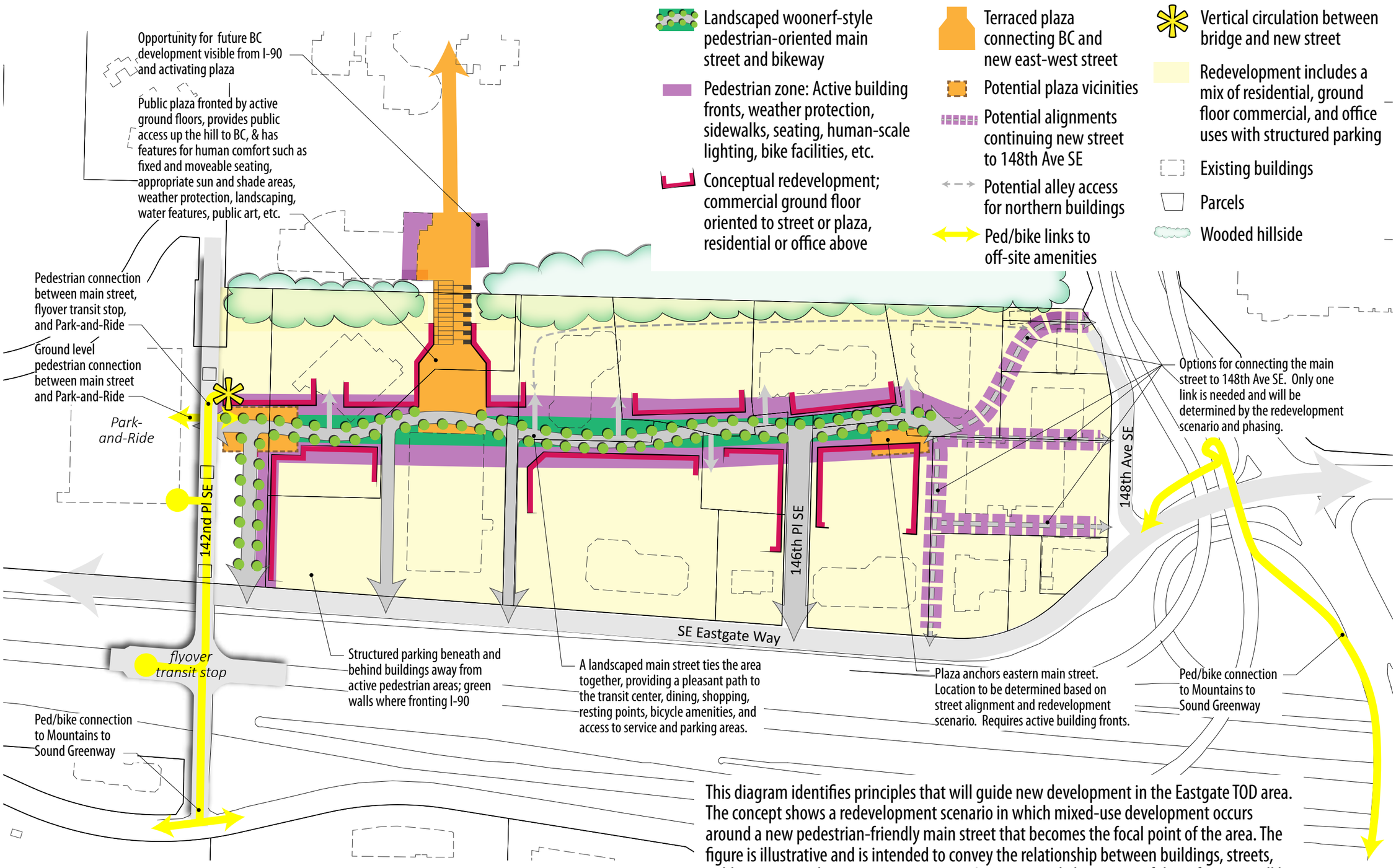
Refining multi-modal connections.
Momentum is building to complete the "Eastgate gap" in the Mountains to Sound Greenway trail – the largest remaining connection linking the Seattle waterfront to Central Washington. The Bellevue College Connection project enhances this facility of statewide significance. Improved walkways and pedestrian cover are added to the 142nd Avenue SE bridge, strengthening the connection between the flyover transit stop, the new main street, and Bellevue College. North of the bridge, improvements would be made on Snoqualmie River Road, which includes upgraded pavement to support buses, sidewalks, accessible bus stops, and the south entrance intersection. Bicycle and walking improvements to Eastgate Way and the MTSG Trail weave the pieces of Eastgate together for non-motorized users. Additional bike routes, sidewalks, and paths throughout the area create a more integrated non-motorized network.

E 142ND PL SE - MAJOR REST AREA


Residential mixed-use buildings away from the freeway
"Main Street" provides access and a pedestrian-oriented setting to new development
Stairway with plazas
Better visibility for new Bellevue College buildings
Retain greenbelt
Direct pedestrian connector to center of Bellevue College campus
Structured parking -- parking requirements reduced to encourage transit ridership
Heavily landscaped SE Eastgate Way frontage
5' wide bikeway on south side of SE Eastgate Way
New development allowed up to 12 stories and apts 5.0 FAR with incentives
Pedestrian and bicycle connections to Mountain to Sound Greenway
New bus stops
Widened and covered walkway across freeway
New bus stops
Access from 142nd AVE SE and transit flyover
Modest amount of pedestrian-oriented commercial frontage near transit center
High quality pedestrian-oriented streetscape
Universally-accessible connection between 192nd Ave SE and transit center in an iconic structure
High capacity transit center

Attachment 5

Eastgate Transit-Oriented Development (TOD) Area Concept



This diagram identifies principles that will guide new development in the Eastgate TOD area. The concept shows a redevelopment scenario in which mixed-use development occurs around a new pedestrian-friendly main street that becomes the focal point of the area. The figure is illustrative and is intended to convey the relationship between buildings, streets, public spaces, and community amenities. Locations and alignments of these features will be determined through a master development plan process and design review.

Eastgate/I-90
Land Use & Transportation Project

RETAIL ≈ 41,000 SF

LINCOLN EXECUTIVE CENTER

PHASE 1 MASTER PLAN

URBAN RENAISSANCE

09.08.2011
1"=50'

URBAN RENAISSANCE GROUP

Proposed Master Plan – Aerial View

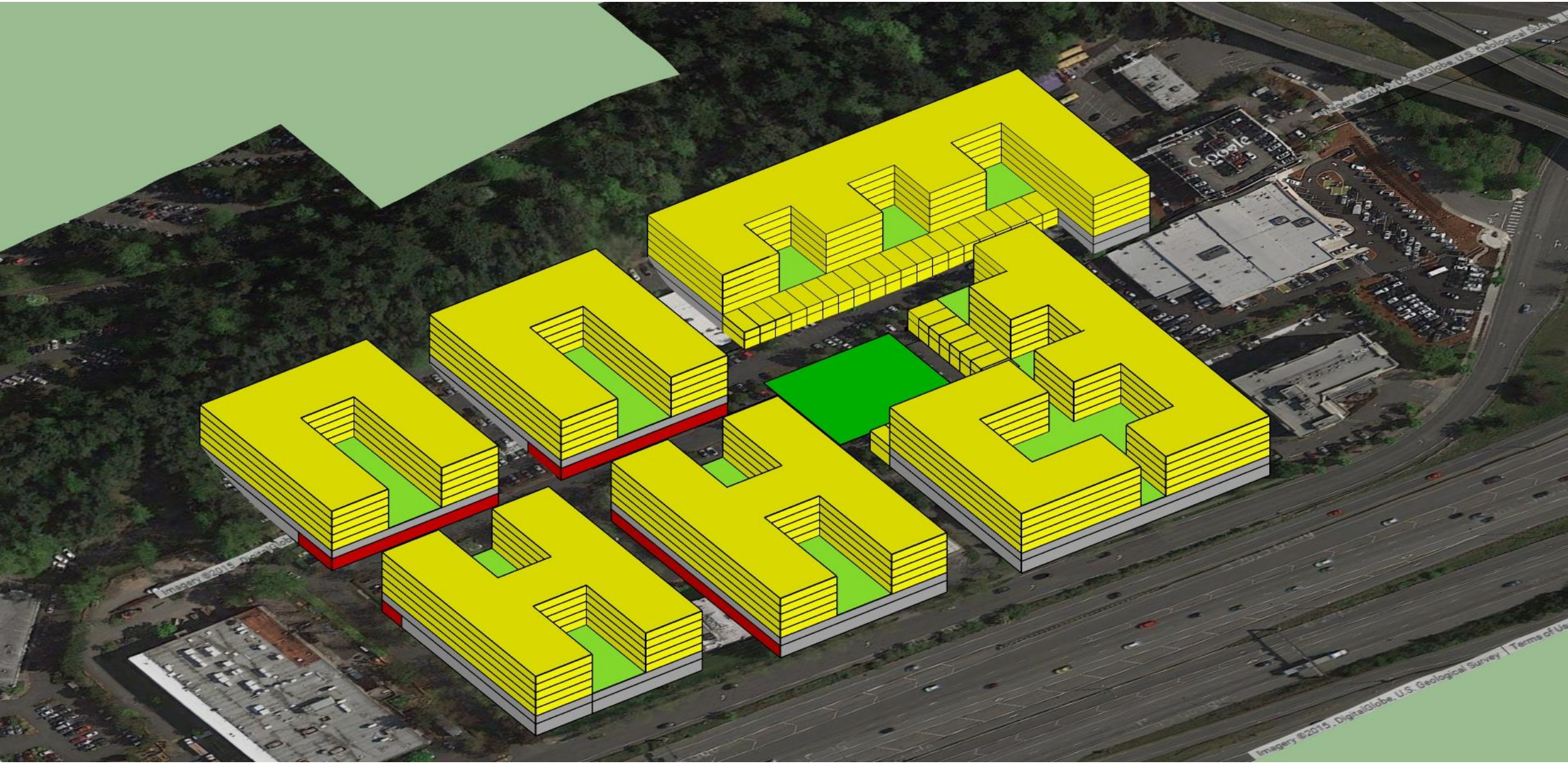
LINCOLN EXECUTIVE CENTER

PHASE 1 RETAIL RENDERING

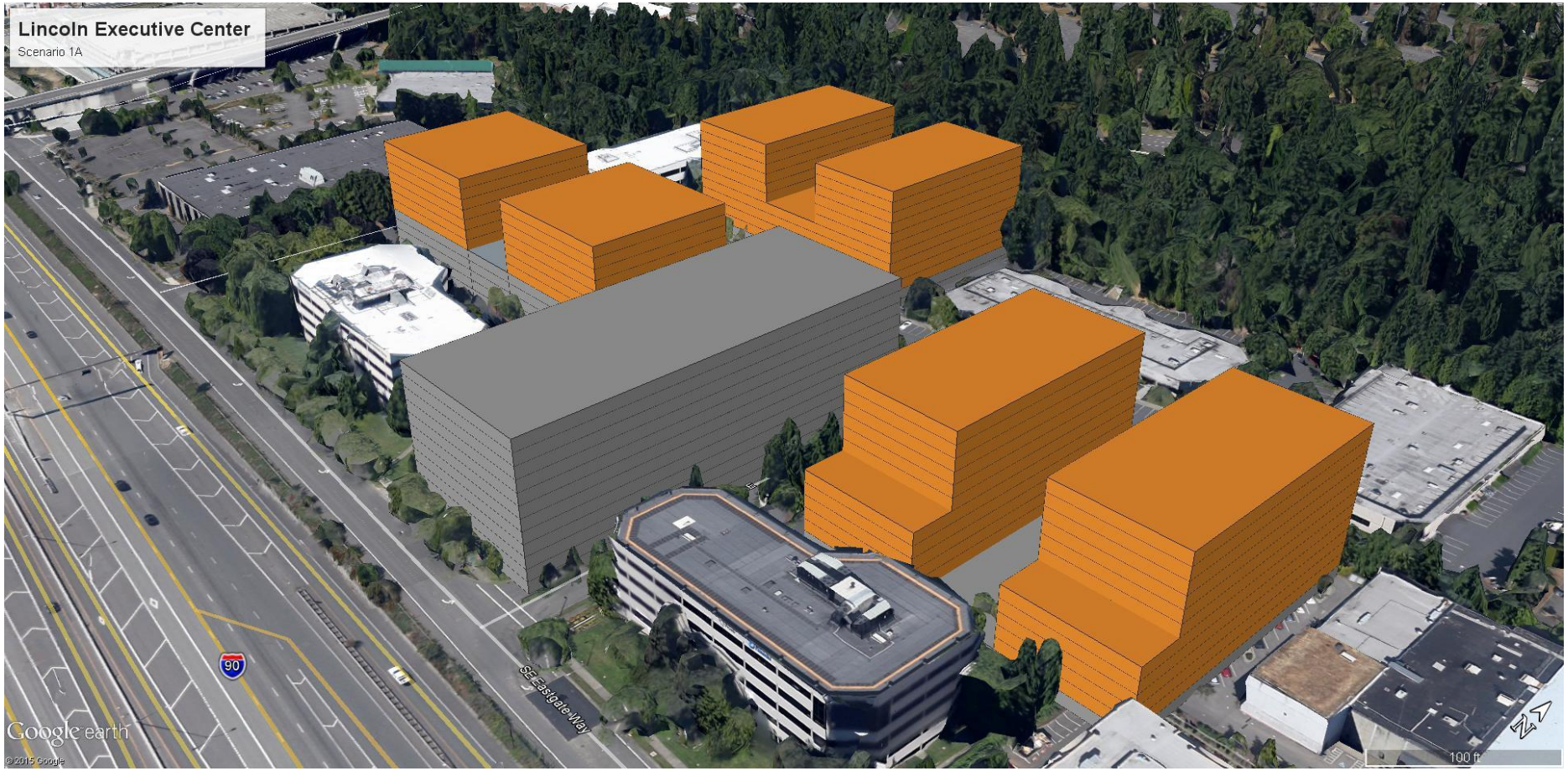
URBAN REHABILITATION

09.08.2011
NTS

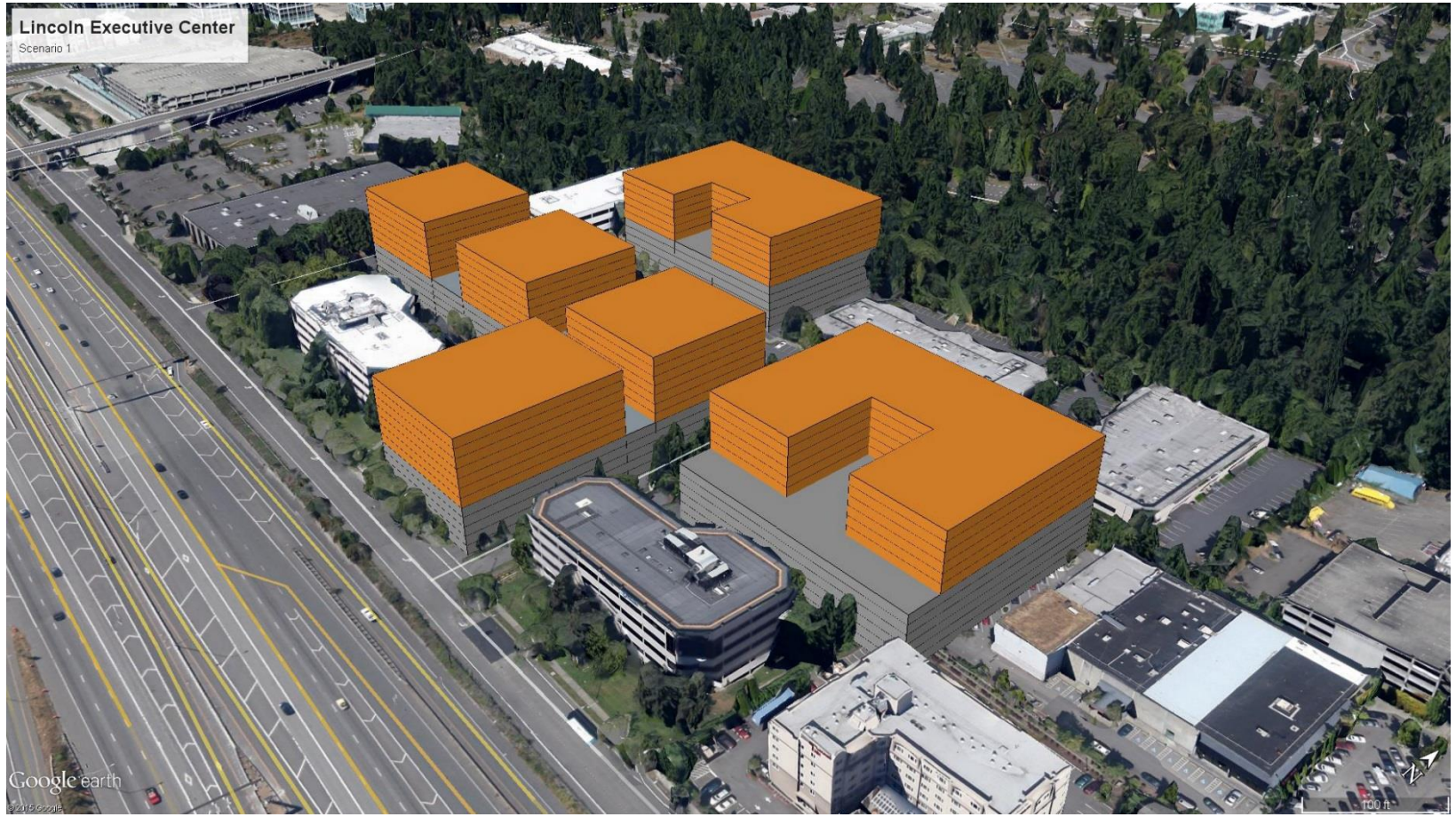
Attachment 7a



Attachment 7b



Attachment 7c



City of Bellevue

PLANNING COMMISSION

August 31, 2015

SUBJECT
Introduction of the Low Impact Development Principles Project.

STAFF CONTACT
Catherine Drews, Legal Planner, 452-6134, cdrews@bellevuewa.gov
Development Services Department

Paul A. Bucich, P.E., Assistant Director of Engineering
Phyllis A. Varner, NPDES Permit Manager
Utilities Department

DIRECTION NEEDED FROM PLANNING COMMISSION

	Action
X	Discussion
X	Information

At this Study Session, staff will introduce the Low Impact Development (LID) Principles Project to the Planning Commission. Staff will also provide information on upcoming opportunities for the public to participate in exploring possibilities to further integrate LID Principles into the City's development-related codes and standards.

BACKGROUND
The 2013-2018 NPDES Western Washington Phase II Municipal Stormwater Permit ("NPDES Permit") *requires the City to review and revise its development-related codes and standards to incorporate and require low impact development ("LID") principles.* LID principles are "land use management strategies that emphasize conservation, use of on-site natural features, and site planning to minimize impervious surfaces, native vegetation loss, and stormwater runoff." The intent for the revisions is to make LID the preferred and commonly-used approach to site development. LID principles are different from LID Best Management Practices (BMPs), which include rain gardens, permeable pavement, and will be addressed in a separate project that will not come before the Planning Commission. The NPDES Permit does require that the review process be similar to that described in *Integrating LID Into Local Codes: A Guidebook for Local Governments, Prepared by AHBL for the Puget Sound Partnership* (July 2012).

Bellevue's review project is called the LID Principles Project (the Project) and the Project deadline is December 31, 2016. This means that any code amendments must be adopted and be in effect by December 31, 2016. To accomplish this, the goal is to have the Council adopt any recommended land use code amendments by late November 2016 to allow the East Bellevue Community Council to take action on any adopted ordinances in early December 2016. The

Project Lead Team provided a project update to City Council on July 6, 2015 (Attachment 1) and received approval of the:

- Areas of Focus in the development-related codes and standards to be explored for opportunities to further integrate LID Principles into development-related codes and standards;
- Project Interest Statement; and
- Project Principles, with some additional language (Attachment 2).

The Project's Public Participation Plan was also introduced to Council and this informational briefing continues implementation of that Plan. Work is underway on the following elements of the public participation plan:

- Development of the LID Principles Project webpages on the City Internet site
- Public Workshops
    - September 30 at City Hall
    - October 6 at Lewis Creek Park
    - October 15 at the Northwest Arts Center
- Transportation Commission, September 10 at City Hall
- Parks Board, October 13 at City Hall

NEXT STEPS

Work will now begin to explore Bellevue-appropriate options to integrate LID principles into the City's development-related codes and standards. It is possible that Land Use Code Amendments (LUCA or LUCAs) may be required to integrate LID Principles into the City's development-related codes. As with any LUCA, the Planning Commission will hold a public hearing on the draft amendments followed by a recommendation to the Council.

Staff will provide a short presentation on the Project to the Planning Commission at the September 9, 2015, Study Session.

ATTACHMENTS

1 LID Principles Project Update July 6, 2015 City Council Study Session Agenda Memo
2 Final LID Principles Project Interest Statement, Project Principles and Areas of Focus

Attachment 1

July 6, 2015

CITY COUNCIL STUDY SESSION ITEM

SUBJECT
Update on the Low Impact Development Principles Project and Introduction of Areas of Focus

STAFF CONTACT
Catherine A. Drews, Legal Planner (Project Manager) 452-6134
Development Services Department

Paul Bucich, Assistant Director of Engineering 452-4596
Phyllis Varner, NPDES Permit Manager 452-7683
Utilities Department

POLICY CONSIDERATION
Should Council approve the Areas of Focus developed as part of Phase I of the LID Principles Project as the starting point to explore what revisions, if any, are appropriate for the City's development-related codes and standards to make LID the preferred and commonly-used approach to site development? The NPDES Permit requirement is included as Attachment A.

Comprehensive Plan
POLICY UT-23. Manage the storm and surface water system in Bellevue to maintain a hydrologic balance in order to prevent property damage, protect water quality, provide for the safety and enjoyment of citizens, and preserve and enhance habitat and sensitive areas.

POLICY EN-1. Consider the immediate and long-range environmental impacts of policy and regulatory decisions and evaluate those impacts in the context of the City's commitment to provide for public safety, infrastructure, economic development, and a compact Urban Center in a sustainable environment.

POLICY EN-17. Establish land use regulations that limit the amount of impervious surface area in new development and redevelopment city-wide.

POLICY EN-18. Implement land use incentives to minimize the amount of impervious surface area below that allowed through prescriptive standards, in new development, redevelopment, and existing development city-wide.

POLICY EN-27. Implement the citywide use of low impact development techniques and green building practices that provide benefits to critical areas functions.

POLICY EN-39. Restrict the runoff rate, volume, and quality to predevelopment levels for all new development and redevelopment.

DIRECTION NEEDED FROM COUNCIL
__X_Action
__X_Discussion
__X_Information

At the conclusion of the presentation, **staff seeks approval from Council to move forward with the Areas of Focus. Staff also seeks Council's approval of the Project Interest Statement and Project Principles**.

BACKGROUND/ANALYSIS

This memorandum presents an Executive Summary providing Council with an overview of the LID Principles Project and its status. Following the Executive Summary the memorandum provides Council with information on the following topics:

1. The proposed Project Interest Statement and Principles;
2. Overview of the City's NPDES Stormwater Permit and corresponding requirements;
3. Project status and phase 1 of the work;
4. Discussion of the Areas of Focus, the process to distill the areas, and the next phase of work
5. Information on the proposed Public Participation Plan; and
6. Next Steps

Executive Summary

The 2013-2018 NPDES Western Washington Phase II Municipal Stormwater Permit ("NPDES Permit") requires the City to review and revise its development-related codes and standards to incorporate and require low impact development ("LID") principles. LID principles are "land use management strategies that emphasize conservation, use of on-site natural features, and site planning to minimize impervious surfaces, native vegetation loss, and stormwater runoff." LID principles are different from LID Best Management Practices ("BMPs"), which are on-site stormwater control and treatment facilities such as rain gardens and permeable pavement. LID BMP requirements will be addressed in a different project. The intent for the revisions is to make LID the preferred and commonly-used approach to site development. A copy of the NPDES Permit requirement is included as Attachment A.

The permit, however, doesn't provide any metrics for reducing impervious surfaces and native vegetation loss, thus providing jurisdictions flexibility to determine appropriate measures. This allows development of Bellevue-appropriate recommendations that are area and context sensitive, thus avoiding a one-size-fits all approach. The permit does require, however, that the City's review of its development-related codes and standards be similar to the process described in *Integrating LID into Local Codes: A Guidebook for Local Governments* (Puget Sound Partnership 2012). Reviewing to integrate LID principles is a new requirement and process for all the Phase II permittees, including Bellevue. In addition to reviewing the City's development-related codes and standards, the process requires identifying and engaging stakeholders early in the process and ensuring successful implementation.

Bellevue's review project is called the LID Principles Project (the "Project") and the Project deadline is December 31, 2016. Early on, the Project team recognized the need for the Project to be context and area sensitive, recognizing that Bellevue has varying levels of urban development and targeted areas for growth. Consequently a one-size-fits-all approach is inappropriate. For example, what is appropriate for the highly urbanized Downtown, will not be appropriate in Bridle Trails, with its large, treed single-family lots and the community's strong desire to maintain neighborhood character. Bellevue also has development goals for the Downtown, Bel-Red, and Eastgate. Concentrating density in certain areas of the City, such as the Downtown, achieves two things. First, it helps the City meet its GMA obligations to meet growth targets (population and employment) and concentrating growth in areas alreadygrowing provides for concentrated impervious areas while maintaining reduced impervious cover in other areas of the City, which is a LID technique. Balancing environmental benefits with Bellevue's goals for economic development is important and will also be considered.

The Project not only supports permit compliance now and in the future, but it also has the potential to support or advance other Council goals and priorities and certain City programs. For example, minimizing native vegetation loss could result in increased tree canopy, helping to meet proposed tree canopy targets, decreased greenhouse gas emissions, reduced stormwater flows, and reinforcing Bellevue's reputation as a City in a Park. Other efforts that will benefit from the Project include aiding salmon recovery, supporting the Environmental Stewardship Initiative, implementing aspects of the Storm and Surface Water System Plan, and championing the Council's vision of a high quality built and natural environment for Bellevue. In the 2014 Budget Survey, Bellevue's

citizens ranked protecting Bellevue's water quality in its lakes and streams fifth in importance; only public safety issues ranked higher.

The internal Project team, with the assistance of the consulting firm AHBL, has completed reviewing the development-related codes and standards, and from that work has developed Areas of Focus. The Areas of Focus will be the starting point for discussions with the City's boards and commissions and stakeholders about what revisions are appropriate for Bellevue. At the conclusion of the Study Session, staff seeks Council approval of the Areas of Focus. Once approved, the Project may then move forward and begin the public participation process. The Project team will provide updates to the Council throughout the process and ensure Council's questions and concerns are addressed.

If the City adopts any land use code amendments, the adoption must occur before November 2016 to allow the East Bellevue Community Council ("EBCC") to hold a final public hearing on the adopted amendments in early December. Once the EBCC completes its final hearing, the City will have completed the Project and met the compliance deadline of December 31, 2016. A report detailing the review process, revisions which incorporate LID principles, and discussing measures to minimize impervious surfaces, loss of native vegetation, and other measures to reduce stormwater runoff is due to the Washington State Department of Ecology in March of 2017.

Project Principles

The Project Interest Statement and Principles will establish Council-approved guidelines for the Project. This document will guide staff and boards and commissions as they explore the feasibility of the Areas of Focus and develop recommendations to better align the City's codes and standards with the LID principles. These principles require consideration of:

- Bellevue-appropriate options (area and context sensitive);
- Engaging stakeholders (educate and seek input);
- Building on existing City programs;
- Maintaining Bellevue's compliance record with its NPDES permit; and
- Recognizing and seeking to balance competing needs.

A copy of the proposed Interest Statement and Project Principles is included as Attachment B to this memorandum. At the conclusion of the Study Session, staff seeks Council's approval of the Interest Statement and Project Principles or alternative direction.

NPDES Permit: Stormwater Management Program

LID principles are but one component of the City's Stormwater Management Program, required under the City's NPDES Permit, which is a requirement of the federal Clean Water Act ("CWA"). The CWA goal is to protect water quality and beneficial uses of the nation's surface waterbodies, such as aquatic life support, recreational activities and drinking water supply. The Stormwater Management Program is designed and intended to reduce pollutants discharged to and from the municipal storm drainage systems into waterbodies.

The NPDES Permit continues and builds upon the prior permit's Stormwater Management Program requirements by increasing and adding new requirements that are phased in over the 5-year permit term, including LID principles. Examples of increased or new requirements that staff are implementing include:

Requirement	**2013-2018 Change**
Municipal O&M	Reduce inspection/maintenance cycle from 4 to 2years for over 21,000 catch basins
Illicit Discharge Detection & Elimination (IDDE)	Field screen at least 40% of municipal storm system for illicit discharges

Monitoring	Participate in collectively-funded regional monitoring program
Public Education & Outreach	Measure a targeted audience's adoption of water quality protective measures
Controlling Runoff from New Development, Redevelopment & Construction Sites	Make LID (Principles and BMPs) the preferred and commonly-used approach to site development

Project Status – Phase I Work
Staff introduced the Project to Council on September 16, 2013. The September Study Session materials are included as Attachment C. Since introducing the Project, the City selected AHBL, Inc. as its consultant to assist in the required review. AHBL authored the guidebook *Integrating LID into Local Codes* for the Puget Sound Partnership that contains the review process the City must undertake for this project. Additionally, AHBL has provided consulting services for numerous jurisdictions seeking to integrate LID into codes and standards, including the cities of Newcastle, Redmond, Issaquah, and Kirkland.

The Project's first substantive work was the Opportunity Analysis of the City's Comprehensive Plan. Between February and June 2014, the consultant, with assistance and input from staff, reviewed the Comprehensive Plan to identify opportunities to integrate LID principles into the policy document. As a result of the analysis, it was concluded that, although the Comprehensive Plan provides excellent policy support for earlier LID requirements, opportunities exist to better align the City's polices with the new LID principle requirements. Based on this conclusion, on September 24, 2014, staff presented recommended policy amendments to the Planning Commission as part of the City's major Comprehensive Plan Update.

The Planning Commission's recommendation, which incorporated policy updates addressing LID, was presented to the Council on April 6, 2015. Council specifically reviewed the Environment Element policies, including LID on June 8. During that Study Session, Council raised questions about proposed policy EN-X6, in response to questions about the policy wording and the objectives of the NPDES Permit. A written response to Council's questions was provided with the July 6 Study Session materials for the Comprehensive Plan update. Staff will also be available to address Council's questions at the July 6 Study Session.

The Opportunity Analysis of the City's development codes and standards is also complete. To complete the analysis, AHBL conducted a thorough review of Bellevue's development codes and standards and development guidelines, including the:

- Transportation Code (Title 14);
- Land Use Code (Title 20);
- Construction Codes (Title 23);
- Utilities Codes (Title 24);
- Clearing and Grading Code and Development Standards;
- Critical Areas Handbook;
- Design Guidelines Building/Sidewalk Relationships, Central Business District;
- Environmental Best Management Practices & Design Standards;
- Pedestrian Corridor and Major Public Open Space Design Guidelines;
- Storm and Surface Water Engineering Standards; and
- Transportation Design Manual and Standards.

The Opportunity Analysis was presented to the internal staff team, which includes staff from Development Services, Transportation, Parks, Fire, and Utilities departments, and discussed over six working meetings. Like the Comprehensive Plan polices, the consultants and staff found the City's development-related codes and standards generally support LID Principles, and found opportunities exist to better align the City's development codes and standards with LID principles.

Moving to Next Phase of Work: Evaluating Appropriate Revisions
To better align the City's development codes and standards, themes or Areas of Focus were identified in the Opportunity Analysis for further consideration and discussion with stakeholders, the City's commissions and boards, and interested citizens. The goal of this next phase of work is to determine what revisions, if any, are appropriate to the City's development-related codes and standards to make LID the preferred and commonly-used approach to site development. The Areas of Focus Memorandum is included as Attachment D to this memorandum.

The internal team considered numerous issues when evaluating the appropriateness of the Areas of Focus, including:

- Providing site flexibility similar to allowed modifications to critical area buffers and setbacks;
- Ensuring the right vegetation in the right place;
- Thinking outside of the box for creative solutions, such as the use of incentives;
- Understanding impacts to public and private projects;
- Considering neighborhood concerns and goals;
- Implementing programs related to preserving and protecting trees;
- Improving processes – such as elevating site analysis to the forefront;
- Understanding what the market supports;
- Balancing competing interests and needs;
- Acknowledging known issues with LID BMPs;
- Focusing on solutions that support other Council goals and priorities; and
- Engaging in the process without pre-conceived ideas.

From these discussions, the following Areas of Focus emerged:

- Land Use Code
  - Evaluate use of LID principles (and BMPs) early in the site design process
  - Reduce impervious surface lot coverage
  - Preserve and enhance tree canopy
  - Improve options for clustering development
- Transportation Code and Design Standards
  - Reduce impervious surfaces in road rights-of-way
  - Increase tree canopy in transportation facilities.

For each area of focus, both the opportunities and challenges to implement each area were vetted and considered. The Areas of Focus were also presented to directors or their representatives from Parks, Utilities, and Transportation because their respective departments undertake development in the City that may be affected by incorporating LID Principles into the City's development codes and standards. Staff was interested in learning their impressions, questions, and concerns, and having the opportunity to inquire about possible stakeholders to invite to participate in the Project as it moves forward.

The next phase of work for the Project is to engage the public, stakeholders, commissions and boards and initiate discussions about what revisions to the City's development-related codes are appropriate for Bellevue. To initiate this next phase of work, staff is seeking Council's input on and approval of the Areas of Focus. The Council-approved Areas of Focus will be the starting point for the next project phase. If additional areas of focus in the codes and standards are identified by stakeholders, including the City, these additional areas will be evaluated for feasibility for inclusion in the Project or addressed during the next permit cycle.

Draft Public Participation Plan

A robust public participation plan is an important element of the Project. A copy of the draft public participation plan is included with this Memorandum as Attachment E. The goal of the public participation plan is to educate the public about low impact development, the NPDES Permit and its requirements, and Bellevue's approach to meeting the LID permit requirement. The public participation effort is intended to achieve specific desired outcomes, including:

- Providing clear information to the public on the purpose of the LID Principles project and the project process;
- Providing opportunities for interested parties to comment, and for people to listen and learn from one another;
- Conducting public participation events in multiple locations to capture an area's priorities and to make citizen participation easier;
- Seeking broad participation of all interested groups and individuals to capture different viewpoints;
- Harnessing the energies and knowledge of a broad range of stakeholders to ensure issues and concerns are understood, considered, and addressed wherever possible; and
- Creating a transparent process which documents all public input and makes that input readily available for review.

Components of the plan include public workshops, open houses, and presentations before the City's boards, commissions, and the East Bellevue Community Council. To provide easy access to information, the Project will establish a web page on the City's website where the public may access information, schedules, and contact information.

Next Steps

After Council direction, staff will next meet with the City's Parks Board and Environmental, Transportation and Planning Commissions to introduce the Project, explain the process, and identify roles and responsibilities as the Project moves forward. Staff will contemporaneously finalize the public engagement plan and begin engaging stakeholders and community members on exploring the feasibility of each of the Areas of Focus. Staff will provide Council with a status report this fall.

ALTERNATIVES

- Direct staff to explore the six Areas of Focus and approve the Project Interest Statement and Guidelines.
- Provide alternative direction to staff.

RECOMMENDATION

- Direct staff to explore the six Areas of Focus and approve the Project Interest Statement and Guidelines

ATTACHMENT(S)

A. NPDES Permit Requirement
B. Draft Project Interest Statement and Principles
C. September 16, 2013 Study Session materials
D. Areas of Focus Memorandum, AHBL
E. Draft Public Participation Plan

AVAILABLE IN COUNCIL DOCUMENT LIBRARY

Document	Information Summary	Meeting Date & Recommended Reading
Integrating LID into Local Codes	Guidance for required review	July 6 Study Session. Introduction.

	process	Reviewing Steps 2 and 3 illustrates project status to date

The public may access this document here:
http://www.psp.wa.gov/downloads/LID_Guidebook/20120731_LIDguidebook.pdf

Low Impact Development (LID) Principle Condition and Definitions from the 2013-2018 NPDES Western Washington Phase II Municipal Stormwater Permit

S5.C.4 Controlling Runoff from New Development, Redevelopment and Construction Sites Special Condition S5.C.4.f.i. and ii. (pages 30-31):

f. Low impact development code-related requirements.

i. No later than December 31, 2016, Permittees shall review, revise and make effective their local development-related codes, rules, standards, or other enforceable documents to incorporate and require LID principles and LID BMPs.

The intent of the revisions shall be to make LID the preferred and commonly-used approach to site development. The revisions shall be designed to minimize impervious surfaces, native vegetation loss, and stormwater runoff in all types of development situations. Permittees shall conduct a similar review and revision process, and consider the range of issues, outlined in the following document: *Integrating LID into Local Codes: A Guidebook for Local Governments (Puget Sound Partnership, 2012).*

ii. Each Permittee shall submit a summary of the results of the review and revision process in (i) above with the annual report due no later than March 31, 2017. This summary shall include, at a minimum, a list of the participants (job title, brief job description, and department represented), the codes, rules, standards, and other enforceable documents reviewed, and the revisions made to those documents which incorporate and require LID principles and LID BMPs. The summary shall include existing requirements for LID principles and LID BMPs in development related codes. The summary shall be organized as follows:

a) Measures to minimize impervious surfaces;
b) Measures to minimize loss of native vegetation; and
c) Other measures to minimize stormwater runoff.

DEFINITIONS AND ACRONYMS

Low Impact Development means a stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning and distributed stormwater management practices that are integrated into a project design.

LID means Low Impact Development.

Low Impact Development Principles means land use management strategies that emphasize conservation, use of on-site natural features, and site planning to minimize impervious surfaces, native vegetation loss, and stormwater runoff.

Low Impact Development Best Management Practices means distributed stomwater management practices, integrated into a project design, that emphasize pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration. LID BMPs include, but are not limited to, bioretention, rain gardens, permeable pavements, roof downspout controls, dispersion, soil quality and depth, vegetated roofs, minimum excavation foundations, and water re-use.

BMP means Best Management Practice.

Low Impact Development Principles Project

For Council Consideration and Comment
Low Impact Development Principles Project
Draft Interest Statement and Project Principles
July 6, 2015

Purpose

The interest statement and project principles are intended to guide staff and the City's commission's and boards as they explore and develop appropriate options and recommended amendments to Bellevue's development codes and standards to make low impact development (LID) the preferred and commonly used approach to site development in Bellevue.

Background

The 2013-2018 NPDES[1] Western Washington Phase II Municipal Stormwater Permit requires the City to review and revise its development-related codes and standards to incorporate LID principles. The intent of the revisions is to make LID the preferred and commonly used approach to site development. The permit defines LID principles as land use management strategies that emphasize conservation, use of on-site natural features, and site planning to minimize impervious surfaces, native vegetation loss, and stormwater runoff. LID principles are different from LID best management practices (BMPs), which are on-site stormwater control and treatment facilities such as rain gardens and permeable pavement. LID BMP requirements will be addressed in a different project. The LID principles are the focus of this project.

The review and revision process the City is undertaking must be similar to that described in *Integrating LID into Local Codes: A Guidebook for Local Governments* (Puget Sound Partnership 2012). Under the terms of the permit, this project must be completed by December 31, 2016. A report detailing how the project satisfies the permit conditions is due to Ecology in March of 2017.

Interest Statement

Bellevue has a long history of supporting low impact development principles in its development policies and regulations; from early (1987) sensitive or critical areas protection and long-standing significant tree and maximum impervious surface coverage regulations to the clustering and LID incentive regulations included in the recent (2009) Bel-Red Rezone. Bellevue supports the objective of maintaining the region's quality of life, including that of making low impact development the preferred and commonly used approach to site development.

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[1] NPDES means National Pollutant Discharge Elimination System. The NPDES Permit is a Federal Clean Water Act permit intended to protect water quality and fishable, swimmable uses of the nation's surface water resources.

Project Principles

The Project Principles are intended to ensure the community's visions and goals are achieved while developing a program that supports development and redevelopment and meets LID Principles. The following Council-approved Project Principles will guide the LID Principles Project:

Bellevue Appropriate. Proposed amendments to Bellevue's development codes and standards will be area and context sensitive. Attention will be paid to the differing levels of urban development, watershed conditions, impervious surface coverage, tree canopy coverage, and areas of direct discharge. Proposed amendments, where feasible, will provide flexibility, incentives, and innovation in achieving the goal of making LID the preferred and commonly used approach to site development in Bellevue.

Engage Stakeholders. Provide a public participation process that seeks and includes input from a wide range of stakeholders. The process will provide opportunities for interested stakeholders to learn about LID principles, participate in developing options, and provide meaningful and informed comments.

Maintain Bellevue's Compliance Record with its NDPES Stormwater Permit. The LID principles project shall be timely completed to ensure compliance with the requirement that the amendments are effective by December 31, 2016.

Build On Existing Information and Programs. The LID Principles Project will build on existing City information and programs to develop and evaluate options to make LID the preferred and commonly used approach to site development.

Recognize and Seek to Balance Competing Needs. The LID Principles Project will recognize and seek to balance competing laws applicable to development and redevelopment, by considering and developing effective, innovative, flexible, and/or area-specific options.

Council Approved Areas of Focus for the LID Principles Project.

The City Council directs staff to begin exploring, in accordance with the Project Principles listed above, the following six Areas of Focus:

1. Land Use Code
    a. Evaluate use of LID principles (and BMPs) early in the site design process;
    b. Reduce impervious surface coverage
    c. Preserve and enhance tree canopy
    d. Improve options for clustering development

2. Transportation Code and Design Standards
    a. Reduce impervious surfaces in road rights-of-way
    b. Enhance tree canopy in transportation facilities

Item No. SS 2(b)
September 16, 2013

CITY COUNCIL STUDY SESSION ITEM

SUBJECT
New NPDES Western Washington Phase II Municipal Stormwater Permit
(NPDES = National Pollutant Discharge Elimination System)

STAFF CONTACT
Nav Otal, Director, 452-2041
Paul Bucich, SSW Technical and Policy Advisor, 452-4596
Phyllis Varner, NPDES Permit Manager, 452-7683
Utilities Department

Chris Salomone, Director, 452-6191
Planning and Community Development Department

Mike Brennan, Director, 425-4113
Development Services Department

POLICY ISSUES
The Washington State Department of Ecology (Ecology) issued a new National Pollutant Discharge Elimination System (NPDES) Western Washington Phase II Municipal Stormwater Permit, effective August 1, 2013. Bellevue, along with over 80 other Western Washington municipalities, is required to comply with the new 5-year (2013-2018) Permit conditions. Provisions of the new permit will require Bellevue to modify existing regulations and practices.

DIRECTION NEEDED FROM COUNCIL
___Action
___Discussion
_X_Information

This briefing provides information on the new Permit. No action is required of Council.

BACKGROUND/ANALYSIS

Overview and Background
The National Pollutant Discharge Elimination System (NPDES) municipal storrmwater permits are federal Clean Water Act permits. The goal of the federal Clean Water Act (CWA) is to protect water quality and restore waters of the nation for "fishable, swimmable" uses. The permit requirements are intended to reduce pollutants discharged from municipal storm drainage systems to help achieve this goal.

NPDES Permit requirements are phased in over the 5-year permit term and apply to functions across municipal organizations. Within Bellevue government, departments take the lead for implementing

permit conditions that apply to their programs and, for permit conditions which apply to multiple department functions, a lead department will manage implementation of the condition through cross-departmental coordination or teams. Overall permit management is provided by the Utilities Department with oversight from a citywide Steering Committee reporting to the City Manager's Office. Enforcement provisions for the CWA permit include fines, imprisonment and 3rd party lawsuits.

Attachment 1 contains further background information on the NPDES permit.

Permit Status

In August 2012, Ecology:

- Extended the existing (2007-2012) Permit to July 31, 2013 with no new permit conditions;
- Issued a new 5-year Permit (2013-2018) effective August 1, 2013; and
- Issued a new 2012 Ecology Stormwater Manual containing significantly revised low impact development (LID) stormwater facility requirements (e.g., rain gardens, bioretention facilities, pervious pavement) for new development and redevelopment projects.

Although a Coalition of Phase II municipalities (including Bellevue) appealed certain conditions in the new Permit, there is no stay on permit conditions. For 2013, Bellevue has continued implementation of the remainder of the one year Permit conditions and began processes to implement the new 2013-2018 NPDES Permit conditions by the permit-specified deadlines. There are no new Permit conditions for 2013. Bellevue remains in compliance with current Permit requirements as documented in the March 2013 submittal of the 6th NPDES Annual Report to Ecology.

New 2013-2018 Permit

The new permit, effective August 1, 2013, retains the first permit's Stormwater Management Program structure and phased implementation approach. It continues and builds upon the first permit's Program requirements by:

1. Increasing permit requirements for the illicit discharge detection and elimination (IDDE) and municipal storm drainage system operation and maintenance (O&M) programs. Specifically, the:

   - Old Permit required field assessing storm drainage outfalls in three waterbodies for illicit discharges per a prescribed methodology, then tracking pollutants back to the source and taking steps with property owners to eliminate sources in a 4-year time period;

     New Permit requires developing a methodology to field assess 40% of the city-owned storm drainage system for illicit discharges, and then tracking pollutants back to the source and taking steps with property owners to eliminate sources in a 4 year, 5 month time period.

     Ecology is expected to issue guidance on implementing this new Permit requirement. If the guidance allows municipalities to utilize existing programs and the outfall approach from the first permit to meet the 40% requirement, then cost and resource impacts will be reduced.

   - Old Permit requires inspecting municipal storm drainage catch basins (over 23,000) once within the 5-year term;

New Permit requires inspecting municipal storm drainage catch basins in 4-years (by August 1, 2017) and, thereafter, inspecting them on a 2-year frequency.

Ecology subsequently issued guidance to clarify options and alternatives to meet the increased catch basin inspection frequency that may help mitigate resource and cost impacts for this new requirement. Utilities' surface water operations and maintenance staff will be evaluating Bellevue's options to comply with the requirement, protect water resources and minimize program resource and cost impacts.

2. Adding a new monitoring requirement;

   - Old Permit required Phase II municipalities to prepare to implement a stormwater monitoring program in the next (new) permit.

   - New Permit adds a 3-part monitoring program requirement and provides permittees with the option of either:
     - Paying to participate in a regional stormwater monitoring program (RSMP) to meet the new requirement (fee option)

     or
     - Conducting an independent monitoring program to meet the new monitoring program requirement (independent option).

     The 3-part monitoring program is intended to provide information on the:
     - Status and trends of water quality in urban and rural small streams and the marine nearshore ("Are our streams and marine shorelines getting better or worse?")
     - Effectiveness of stormwater activities required by the permit, ("Is this activity making stormwater cleaner?")
     - Improving protocols and sharing information about removing sources of pollution ("Is there someone I can ask about solving this type of pollution problem?").

     The regional program fee option will provide better data and cost Bellevue approximately $85,000 annually compared to the approximately $800,000 to $1 million annual cost for the independent program. For this permit requirement, Council approved the 2014 Utilities budget which includes the annual $85,000 funding for the RSMP fee option.

3. Adding two significant new development requirements and project vesting requirements;

   - Old Permit required adoption of the development stormwater standards in the 2005 Ecology Stormwater Manual for Western Washington which included allowing low impact development techniques.

   - New Permit requires adoption of two new low impact development (LID) requirements by December 31, 2016. The intent of the new requirements is that municipalities "shall make low impact development the preferred and commonly used approach to site development."

     - *The first requirement* is to amend codes and standards to require LID stormwater facilities for on-site stormwater management unless infeasible and to do so by adopting the new 2012 Ecology Stormwater Management Manual or an equivalent Phase I

Manual. The 2012 Ecology Manual requires all property owners developing or redeveloping property to do a site assessment and implement certain LID stormwater BMPs unless infeasible. The LID stormwater facilities include rain gardens, bioretention facilities, and pervious pavement.

Permit compliance will require amending three City codes, revising standards, and modifying development services programs and processes and documentation. There will also be post-development impacts for on-going inspection and maintenance of these dispersed new facilities to consider. A multi-department project team lead by Utilities will implement this permit requirement.

- *The second requirement* is to conduct a review and revision process of citywide land use policies, codes and standards with the intent of minimizing impervious surfaces and native vegetation loss. No metric is provided for impervious surfaces or native vegetation and each jurisdiction is given the flexibility of determining what is sufficient to that locale. Ecology requires a good faith effort be conducted that includes business and community members.

  Examples of land use code revisions provided by Ecology to meet this requirement include:
  - Site assessment, pre-application and review process
  - Reduce street lane widths
  - Eliminate curb and gutter requirements
  - Provide setback and height flexibility
  - Impervious surface limits
  - Native vegetation percent area requirements
  - LID stormwater facilities as part of open space/landscaping/rights-of-ways
  - LID design standards (streets, parking lots, driveways, sidewalks)
  - Allowance for clustered housing and efficient roads.

  The first step to implementing this requirement is to conduct an opportunity analysis of existing policies, codes and standards to help define the scope of the review and revision process. After this analysis is completed, the multi-departmental project team will develop a recommended project plan and public and/or stakeholder process for City Council direction. Policies, codes, and standards that Ecology requires municipalities to review include:
  - Comprehensive Plan
  - Subdivision and PUC development codes
  - Critical areas and shoreline management regulations
  - Zoning code
  - Open Space code
  - Fire Code
  - Bulk and dimensional consideration
  - Impervious surface limits
  - Landscaping/native vegetation/street landscaping standards

- Parking
- Design standard and guidelines for building and site design elements
- Street standards.

- *Vesting* - the new Permit also specifies vesting requirements for development projects. The requirements are generally consistent with the City's vesting regulations with the exception of a one-year window for subdivisions.

Next Steps

The first NPDES Annual Report under the new Permit is required to be submitted by March 31, 2014. Ecology has waived submittal of a compliance report for the 2013 transition year which means the first Annual Report under the new Permit will only contain the 2014 Stormwater Management Program Plan (SWMPP). The SWMPP describes the actions the City will take in 2014 to implement the new permit requirements. The City is currently in the process of performing a gap analysis between the old and the new permit conditions and developing a citywide 5-year work plan for the new permit. The 2014 SWMPP will be based on this work plan.

Multi-department project teams have begun work on the two new LID permit requirements and Utilities' staff has begun assessing options to meet the increased program requirements for the illicit discharge detection and elimination (IDDE) and municipal storm drainage O&M programs.

The budgetary impacts of the new Permit are being assessed and will be brought forward through the 2015-2016 budget process.

Staff will keep City Council informed and seek Council direction as the new Permit is implemented.

ALTERNATIVES: N/A

RECOMMENDATION: N/A

ATTACHMENT
Attachment 1: NPDES Permit Background Information.

AVAILABLE IN COUNCIL OFFICE FOR REVIEW
New 2013-2018 NPDES Western Washington Phase II Municipal Stormwater Permit

Attachment 1

Background Information on the NPDES Western Washington Phase II Municipal Stormwater Permit

The National Pollutant Discharge Elimination System (NPDES) municipal stormwater permits are federal Clean Water Act permits. The goal of the federal Clean Water Act (CWA) is to protect water quality and restore waters of the nation for "fishable, swimmable" uses. The permit requirements are intended to reduce pollutants discharged from municipal storm drainage systems to help achieve this goal.

The permit affects local governments and property owners. The CWA created a Phase I permit for large cities and counties[1] and a Phase II permit for medium and small cities and counties[2]. Bellevue is a Phase II permittee. The federal Environmental Protection Agency specified minimum permit requirements and delegated permit authority to state environmental agencies. State agencies can add additional requirements. In Washington, the permit authority is the state Department of Ecology.

In 2007, Ecology issued the first Western Washington Phase II municipal stormwater permit. The permit was issued to over 80 Phase II municipalities, including Bellevue, for a 5-year term, 2007-2012. A Coalition of Phase II municipalities (including Bellevue) appealed certain conditions in the Permit. Ecology modified the permit in 2009 in response to appeal rulings by the Washington State Pollution Control Hearings Board (PCHB).

The Permit requires municipalities to implement a Stormwater Management Program (Program) consisting of over 100 permit-specified "best management practices" (BMPs). The Program is intended to meet the federal compliance standard to protect water quality and reduce the discharge of pollutants to the "maximum extent practicable" (MEP) and meet state AKART (all known, available, and reasonable methods of prevention, control and treatment) waste discharge requirements.

The Program's best management practices are grouped under the following categories:

- Public Education and Outreach;
- Public Involvement and Participation;
- Illicit Discharge Detection and Elimination (IDDE);
- Controlling Runoff from New Development, Redevelopment and Construction Sites; and
- Pollution Prevention and Operations and Maintenance for municipal operations

In addition, the Permit requires:

- Water Quality Monitoring;
- Reporting (e.g., permit compliance documentation); and
- Implementation of waterbody-specific clean-up plans developed by Ecology, if applicable. To date, Ecology has not developed such plans for Bellevue waterbodies.

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[1] Phase I municipalities are those which had 100,000 or more in population in the 1990 census, includes Seattle, Tacoma; King, Snohomish, Pierce, Clark counties and WA Department of Transportation(WSDOT).

[2] Phase II municipalities are those which had between 10,000 and 100,000 in population in the 1990 census.

Attachment 1

Background Information on the NPDES Western Washington Phase II Municipal Stormwater Permit

NPDES Permit requirements are phased in over the 5-year permit term and apply to functions across municipal organizations. Within Bellevue government, departments take the lead for implementing permit conditions that apply to their programs and, for permit conditions which apply to multiple department functions, a lead department will manage implementation of the condition through cross-departmental coordination or teams. Overall permit management is provided by the Utilities Department with oversight from a citywide Steering Committee reporting to the City Manager's Office. Enforcement provisions for the CWA permit include fines, imprisonment and 3rd party lawsuits.

PROJECT MEMO

TO:	Catherine Drews and Phyllis Varner City of Bellevue	**DATE:**	May 5, 2015
FROM:	Wayne Carlson and Annalisa McDaniel AHBL	**PROJECT NO.:**	2130786.30
	Seattle – (206) 267-2425	**PROJECT NAME:**	Bellevue LID Principles Project
SUBJECT:	Bellevue LID Principles Project – Areas of Focus		

Introduction

The City is required under the 2013-2018 NPDES[1] Western Washington Phase II Municipal Stormwater Permit (NPDES Permit), to review and revise its development codes and standards to incorporate low impact development principles with the intent of making low impact development (LID) the preferred and commonly-used approach to site development. The NPDES Permit defines LID principles as land use management strategies that emphasize conservation, use of on-site natural features, and site planning to minimize impervious surfaces, native vegetation loss, and stormwater runoff. The review and revision process the City is undertaking must be similar to that described in *Integrating LID into Local Codes: A Guidebook for Local Governments* (Puget Sound Partnership 2012). Under the terms of this permit, this project must be complete by December 2016. A report detailing the project is due to Ecology in March of 2017.

The first phase of this work, the opportunity analysis, is complete. This memorandum contains the results of the opportunity analysis of Bellevue's land use and development-related codes and standards for application of LID principles. Between November 2014 and April 2015, AHBL reviewed the City's codes and standards and met with City staff to address LID principles.

Based on our review of the City's codes and standards and discussions with City staff, we found that the City of Bellevue's land use and development-related codes and standards generally support the LID principles. There are opportunities to better align the City's codes and standards with the LID principles. This memorandum recommends six areas of focus in the codes and standards for further consideration and review.

Background

AHBL is assisting City of Bellevue staff in implementing the LID principles requirement of Special Condition S5.C.4.f of the NPDES Permit. The focus of this work is on the LID principles to minimize impervious surfaces, native vegetation loss and stormwater runoff in site development rather than on the LID Best Management Practices (BMPs).[2] Additionally the work analyzes how implementing these principles may affect the City's development codes, rules, and standards, some of which have not traditionally been considered part of the State's regulation of stormwater. Special Condition S5.C.4.f, as summarized below, states:

[1] NPDES means National Pollutant Discharge Elimination System. The NPDES Permit is a federal Clean Water Act permit intended to protect water quality and fishable, swimmable uses of the nation's surface water resources.

[2] The NPDES Permit requires municipalities to revise their stormwater development standards to require LID BMPs where feasible for new development and redevelopment. LID BMPs are stormwater management facilities such as rain gardens, bioretention facilities and permeable pavement. The City will address the LID BMP requirement in a separate project revising the City's stormwater engineering and clearing and grading codes and standards. The new LID BMPs condition is also required to be in place by December 31, 2016.

f. Low impact development code-related requirements.

i. No later than December 31, 2016, Permittees shall review, revise and make effective their local development-related codes, rules, standards, or other enforceable documents to incorporate and require LID principles and LID BMPs. [...] The intent of the revisions shall be to make LID the preferred and commonly-used approach to site development. The revisions shall be designed to minimize impervious surfaces, native vegetation loss, and stormwater runoff in all types of development situations. Permittees shall conduct a similar review and revision process, and consider the range of issues, outlined in the following document: Integrating LID into Local Codes: A Guidebook for Local Governments (Puget Sound Partnership, 2012).

ii. [E]ach Permittee shall submit a summary of the results of the review and revision process in (i) above with the annual report due no later than March 31, 2017. ... The summary shall be organized as follows:

a) Measures to minimize impervious surfaces;
b) Measures to minimize loss of native vegetation; and
c) Other measures to minimize stormwater runoff.

Between February and June 2014, AHBL reviewed the Bellevue Comprehensive Plan to identify opportunities to integrate LID principles into that policy document. We generally found that the City's Comprehensive Plan provided excellent policy support for the LID principles. There were, however, some opportunities to better align the City's policies with the LID principles. Our policy recommendations were presented to the Bellevue Planning Commission on September 24, 2014 as part of the City's broader eight-year, periodic update to its Comprehensive Plan. Amendments to the Comprehensive Plan, including LID policy recommendations, are scheduled to be considered and adopted by the Bellevue City Council in June of 2015.

AHBL next reviewed the Bellevue City Code and development standards for opportunities to integrate the LID principles identified in Special Condition S5.C.4.f.ii. The following codes and standards were analyzed:

- Transportation Code (Title 14)
- Land Use Code (Title 20)
- Construction Codes (Title 23)
- Utilities Codes (Title 24)
- Clearing and Grading Code and Development Standards
- Critical Areas Handbook
- Design Guidelines Building/Sidewalk Relationships, Central Business District
- Environmental Best Management Practices & Design Standards
- Pedestrian Corridor and Major Public Open Space Design Guidelines
- Storm and Surface Water Engineering Standards
- Transportation Design Manual and Standards

The results of our opportunity analysis of the codes and standards were presented to the City's internal LID Principles Team for review and discussion. We met with Bellevue's LID Principles Team on six occasions between December 2014 and April 2015 to discuss the integration of LID principles into the City's codes and standards. The following generally describes the nature of each meeting:

December 8, 2014	• Introduction by Bellevue's Project Manager about the permit requirements • Preliminary discussion of opportunities within the City's development codes and standards to minimize impervious surface cover and vegetation loss
January 6, 2015	• Transportation opportunities to minimize impervious surface cover
January 20, 2015	• Discussion of opportunities within the land use code to minimize impervious surface cover and native vegetation loss

	• Discussion of differences among various Bellevue neighborhoods and the implications for city-wide versus neighborhood-specific standards
February 5, 2015	• Discussion of strategies to encourage and/or require the preparation of site analyses at the initial phases of project conception • Discussion of opportunities for narrower streets including reduction of required street, bicycle lane, and sidewalk widths. • Discussion of vegetation retention strategies
February 18	• Detailed discussion of vegetation retention strategies
April 28	• Discussion of areas of focus

Our findings and recommendations are described below.

Findings and Recommendations

Like our findings for the Comprehensive Plan, we found that the City of Bellevue's existing land use and development-related codes and standards generally support the LID principles identified in the NPDES Permit. There are opportunities to better align the City's codes with the LID principles within the Permit. Based on our opportunity analysis and discussions with the LID team, we identified six areas of focus to elevate for further consideration for potential amendments to codes and standards.

The six areas of focus are:

1. Land Use Code
    a. Evaluate use of LID principles (and BMPs) early in the site design process
    b. Reduce impervious surface coverage
    c. Preserve and enhance tree canopy
    d. Improve options for clustering development

2. Transportation Code and Design Standards
    a. Reduce impervious surfaces in road rights-of-way
    b. Increase tree canopy in transportation facilities

---

1. Land Use Code

Four areas of focus in the Land Use Code (BCC Title 20) were identified through our code review and meetings with staff. Areas of focus include site analysis and design, reducing impervious surfaces coverage, tree canopy preservation and enhancement, and clustering development, specifically reducing obstacles to clustering. These areas are interconnected, and it may be helpful to consider new code language and amendments that address more than one of these areas at once.

a. Site Analysis / Site Design

The Phase II NPDES Permit requires that LID is the preferred and commonly used approach to site development. Currently there are no requirements in Bellevue City Code that state that LID principles must be considered at the beginning of the development or redevelopment process. Early analysis in the site design process is critical to identify suitable areas for LID infrastructure within the constraints of a project site.

Opportunity

i. Evaluate use of LID principles (and BMPs) early in the site design process. At the outset of site development or redevelopment, evaluate LID principles and LID BMP

feasibility. Ensure that reviewers from all departments consider LID during development review.

Challenge

i. Designing a project to factor in LID at the beginning of site development will require a paradigm shift for developers and reviewers.

ii. Geotechnical, soil, and other analysis required before a property owner or developer can determine site feasibility may be costly.

b. Impervious Surface Coverage

Minimizing impervious surfaces is a low impact development principle. As a developed urban area, it is challenging for Bellevue to address this requirement. Opportunities to incorporate low impact development principles will largely be provided as properties redevelop.

Opportunities

i. Reduce impervious surface lot coverage in the City by reducing maximum allowed impervious surface coverage proportional to the area of the lot.

ii. Replace the term "Impervious Surface" with Ecology's definition of "Hard Surface" in BCC 20.20.010 and BCC 20.20.460 to reduce impervious surface coverage. "Hard surface" includes permeable surfaces such as permeable driveways, patios, and sport courts.

iii. Reduce vegetation loss by allowing site design flexibility similar to the flexibility provided in the Critical Areas Ordinance for setback and buffer requirements. Flexibility in site design will allow developers more options in site planning to meet LID goals.

Challenges

i. Reducing allowed impervious surface coverage might be perceived as the City taking away development rights of private property owners.

ii. It will need to be shown how a reduction in impervious surface coverage can both benefit the City and allow property owners to develop or redevelop their lots.

c. Tree Preservation and Canopy Enhancement

Tree canopy preservation and enhancement is a low impact development principle. Tree canopy in Bellevue decreased 20 percent between 1986 and 2006[3]. Preserving and increasing tree canopy is a priority of the City of Bellevue Environmental Stewardship Initiative.

[3] City of Bellevue Environmental Stewardship Initiative Strategic Plan, 2013-2018.

Opportunities

iii. Numerous opportunities were identified by staff. These opportunities likely need to be further refined and prioritized. The opportunities include:

a) Amend the definition of significant tree;

b) Enhance fencing and other requirements to reduce vegetation loss caused by construction staging;

c) Establish a fee in lieu program to replace trees removed on private property with trees planted at publicly owned priority sites; and

d) Establish innovative programs and/or incentives to preserve trees.

Challenges

i. There is an apparent cultural shift occurring in the City, moving away from tree preservation and toward view protection and tree removal.

ii. Land Use Code lacks the flexibility to accommodate development and vegetation preservation on R5 and higher intensity zoned lots.

iii. There is a limited number of staff available for enforcement.

d. Clustering Development

As noted above, opportunities to incorporate low impact development principles will largely be provided as properties redevelop. To increase the likelihood of clustered residential development and redevelopment, add tools to the Land Use Code to improve opportunities for clustering and allow for zero lot line development.

Opportunities

i. Amend Land Use Code criteria to improve clustering provisions and provide for zero-lot line development. This is possible through permitting short plats for clustered development that would not meet current lot size, setback, and access standards.

ii. Clustering and zero-lot line development may lead to less vegetation loss, more affordable housing options, and denser development compared to traditional single family development.

Challenges

i. The success of clustered development is dependent on market demand.

ii. There are currently no provisions for zero lot line development in the Bellevue City Code.

iii. Clustering and native vegetation preservation may be difficult to achieve without flexibility in setback and buffer requirements.

2. Transportation

a. *Impervious Surface (Road Rights-of-Way)*

Minimizing impervious surfaces is a low impact development principle. As a developed urban area, it is challenging for Bellevue to address this requirement. There are opportunities to explore variants to the City's existing street standards that serve to reduce impervious surface coverage. This may result in designs that may differ amongst the City's neighborhoods.

Opportunities

i. Minimize impervious surfaces by:

a) Reducing the overall impervious nature of improved Rights-of-Way by potentially reducing or eliminating lanes and/or widths and associated pedestrian and bicycle facilities.

Challenges

i. Loss of parking.

ii. Providing adequate fire access (IFC 503).

iii. Bicycle and pedestrian groups may object to changes within the City's street standards.

iv. The City wants to design complete streets for all users, but complete streets require a substantial amount of impervious surface coverage.

v. Reduction of impervious surface coverage may penalize non-polluting modes of transportation.

b. *Tree Canopy within Transportation Facilities*

Achieving City-wide tree canopy coverage of 40 percent is a central element within the Bellevue Environmental Stewardship Initiative Strategic Plan (ESI). The tree canopy enhancement goals of the Environmental Stewardship Initiative can be furthered by leveraging opportunities to integrate tree canopy within transportation facilities. Enhancing the tree canopy will serve two goals: integrating LID principles and increasing the tree canopy, which is a goal of the ESI.

Opportunities

i. Enhance City-wide tree canopy by increasing landscaping areas and/or integrating additional tree canopy into new and retrofit transportation designs.

ii. Specify coniferous species, where appropriate, to facilitate stormwater interception during the rainy winter months when deciduous species may not be fully leafed.

Challenges

i. A limited number of conifer species are suitable for use in street rights-of-ways.

WEC/AM/am

Low Impact Development Principles Project

DRAFT Public Participation Plan

Introduction

The City of Bellevue is updating its codes and standards to be consistent with the Low Impact Development Principles condition in the 2013-2018 National Pollutant Discharge Elimination System (NPDES) Western Washington Phase II Municipal Stormwater Permit. As a Phase II Permittee, the City is required to review and update its development codes and standards to make Low Impact Development (LID) the preferred and commonly-used approach to site development.

The intent of this Public Participation Plan is to describe opportunities for stakeholders to participate in the process and provide input on potential code and standard revisions to make LID the preferred and commonly-used approach to site development.

The public participation effort is intended to achieve specific desired outcomes, which include:

- Provide clear information to the public on low impact development, the LID Principles Project and project proposals;
- Involve commissions and boards early in and throughout the project;
- Provide opportunities for interested parties to comment and for people to listen and learn from one another;
- Conduct public participation events in multiple locations to capture an area's priorities and to make citizen participation easier;
- Seek broad participation of interested groups and individuals to capture differing viewpoints;
- Harness the energies and knowledge of a broad range of stakeholders to ensure issues and concerns are understood, considered, and addressed wherever possible;
- Create a transparent process which documents public input and makes it available for review.

The Public Participation Plan may be modified if necessary to meet the NPDES Permit compliance deadline of December 31, 2016. If the Public Participation Plan is modified, stakeholders are welcome to submit comments directly to the project contacts or participate through the City's boards, commissions, and City Council meetings.

Website

The LID Principles Project website is available at: *website address*

- The website provides education, project schedule and links to project documents, and contact information for the project team.

Stakeholder Notification

We will develop a notification process for distribution to a wide range of stakeholder groups. The notices will contain a brief description of the project and the opportunities for public participation in the project. The stakeholder groups identified so far, include:

- Neighborhood groups
- Environmental groups
- Developer groups
- Bicycle/Pedestrian groups
- Business associations
- Building associations
- Architecture, engineering, and planning professionals

Boards, Commissions, and EBCC: http://bellevuewa.gov/boards_commissions.htm

Four City boards and commissions which represent Bellevue citizen's interests and the East Bellevue Community Council (EBCC), representing Bellevue residents in the East Bellevue area, will be asked to provide input on the LID Principles Project early and periodically throughout the project. The public has the opportunity to attend and provide comments at these meetings. Early and periodically through the process.

Informational Briefings

The project team will provide informational briefings to the four boards and commissions after receiving Council direction for the project in June 2015.

- Planning Commission
- Environmental Services Commission
- Transportation Commission

- Parks and Community Services Board

The project team will also provide an informational briefing to East Bellevue Community Council (EBCC).

Public Workshops

The objective of the public workshops is to introduce and educate the public on Low Impact Development and the City of Bellevue's Low Impact Development Principles Project, respond to questions, gain public input, and ensure issues and concerns are understood, considered, and addressed wherever possible.

Three public workshops are proposed for September 2015 at different locations to facilitate broader participation and provide several opportunities to attend:

- One public workshop to be held at City Hall.
- One public workshop to be held in North Bellevue.
- One public workshop to be held in South Bellevue.

Public Open Houses on Proposed Changes to Codes and Standards

The objective of the public open houses obtain public input on initial code and standard proposals. It also is consistent with the code and standard evaluation process outlined in *Integrating LID into Local Codes: A Guidebook for Local Government* by having internal and external stakeholders review documents, particularly proposed regulations and standards, and provide feedback. City staff and the project consultant team will present proposed changes to City codes and standards for public input.

City staff and consultants will consider public input, and revise the documents to address identified concerns where appropriate. The intent is for City staff and the project consultant team to get detailed input from a range of stakeholders to create a balanced set of regulations and standards that reflect the permit requirements and community vision.

The following open houses are proposed to be held in early 2016:

One public open house to be held at City Hall.
One public open house to be held in North Bellevue.

- One public open house to be held in South Bellevue.

Stakeholder Groups

The project team will meet with stakeholders groups as requested or necessary. Our goal will be to obtain as much input through the public workshops, open houses and at commissions and boards listed above as much as possible because of the constraints imposed by the Permit and efficient use of resources.

Boards and Commissions and EBCC: http://bellevuewa.gov/boards_commissions.htm

Update Briefings on Proposed Changes to Codes and Standards

Proposed changes to codes and standards will be presented to the boards and commissions for their comment. Public input gained at the three public workshops, three open houses and stakeholder meetings preceding this update will be discussed. The proposed changes will reflect and respond to the public's input wherever possible. Public comment is welcome at the board and commission meetings.

The following update briefings are tentatively scheduled for April 2016:

- Planning Commission
- Environmental Services Commission
- Transportation Commission
- Parks and Community Services Board
- EBCC

Opportunities for Public Comment During Council Consideration of Amendments

Planning Commission Public Hearing

- The Planning Commission will hold one public hearing in June 2016 to provide stakeholders with the opportunity to officially comment on the LID Principles Project.

City Council Study Sessions

- Following the public workshops, open houses, stakeholder meetings, boards and commission meetings and the Planning Commission Public Hearing on the LID Principles proposed code amendments, City Council will consider the proposed amendments and take action per the following schedule:
- Consideration of proposed amendments at three study sessions: August TBD, September 12, and October 10.
- Action on proposed amendments either November 21 or November 28.

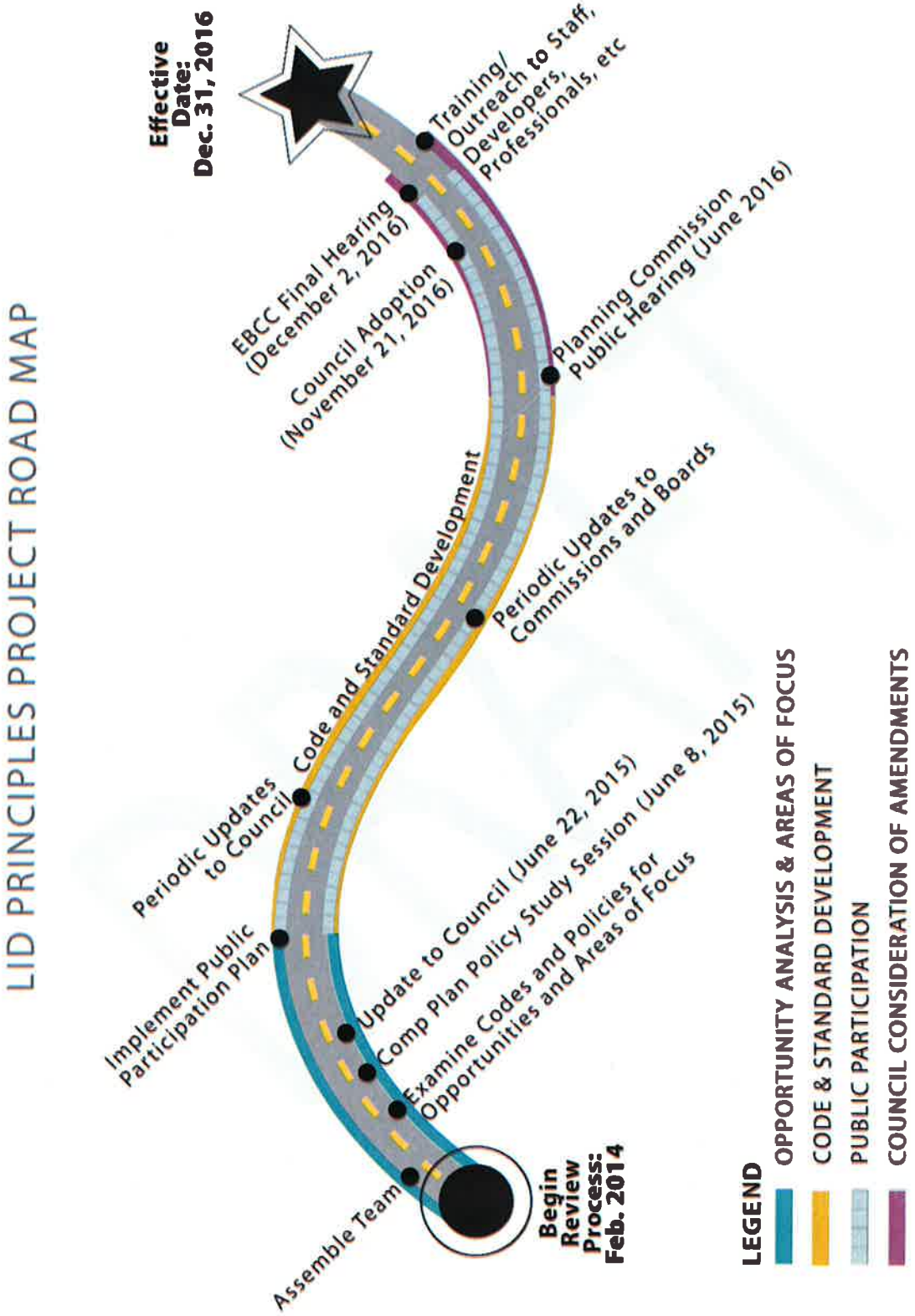
East Bellevue Community Council Final Hearing

- A final hearing is scheduled with EBCC for December 6, 2016.

Project Contacts: LIDPrinciplesProject@bellevuewa.gov

- The Project Team can be contacted at 425-452-6134.
- City of Bellevue project leads may be emailed at the addresses below:
    - Catherine Drews, Project Manager, cdrews@bellevuewa.gov
    - Phyllis Varner, NPDES Permit Manager, pvarner@bellevuewa.gov
    - Paul Bucich, Assistant Director of Engineering, Utilities, PBucich@bellevuewa.gov

Low Impact Development Principles Project



Attachment 2

Low Impact Development Principles Project

For Council Consideration and Comment
Low Impact Development Principles Project
Final Interest Statement and Project Principles
July 6, 2015[1]

Purpose

The interest statement and project principles are intended to guide staff and the City's commission's and boards as they explore and develop appropriate options and recommended amendments to Bellevue's development codes and standards to make low impact development (LID) the preferred and commonly used approach to site development in Bellevue.

Background

The 2013-2018 NPDES[2] Western Washington Phase II Municipal Stormwater Permit requires the City to review and revise its development-related codes and standards to incorporate LID principles. The intent of the revisions is to make LID the preferred and commonly used approach to site development. The permit defines LID principles as land use management strategies that emphasize conservation, use of on-site natural features, and site planning to minimize impervious surfaces, native vegetation loss, and stormwater runoff. LID principles are different from LID best management practices (BMPs), which are on-site stormwater control and treatment facilities such as rain gardens and permeable pavement. LID BMP requirements will be addressed in a different project. The LID principles are the focus of this project.

The review and revision process the City is undertaking must be similar to that described in *Integrating LID into Local Codes: A Guidebook for Local Governments* (Puget Sound Partnership 2012). Under the terms of the permit, this project must be completed by December 31, 2016. A report detailing how the project satisfies the permit conditions is due to Ecology in March of 2017.

Interest Statement

Bellevue has a long history of supporting low impact development principles in its development policies and regulations; from early (1987) sensitive or critical areas protection and long-standing significant tree and maximum impervious surface coverage regulations to the clustering and LID incentive regulations included in the recent (2009) Bel-Red Rezone.

Bellevue supports the objective of maintaining the region's quality of life, including that of making low impact development the preferred and commonly used approach to site development.

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[1] Includes edits received from City Council at the July 6, 2015 Council Study Session.

[2] NPDES means National Pollutant Discharge Elimination System. The NPDES Permit is a Federal Clean Water Act permit intended to protect water quality and fishable, swimmable uses of the nation's surface water resources.

Project Principles

The Project Principles are intended to ensure the community's visions and goals are achieved while developing a program that supports development and redevelopment and meets LID Principles. The following Council-approved Project Principles will guide the LID Principles Project:

Bellevue Appropriate. Proposed amendments to Bellevue's development codes and standards will be area and context sensitive. A one-size-fits-all is inappropriate. Attention will be paid to the differing levels of urban development, watershed conditions, impervious surface coverage, tree canopy coverage, and areas of direct discharge. Proposed amendments, where feasible, will provide flexibility, incentives, and innovation in achieving the goal of making LID the preferred and commonly used approach to site development in Bellevue.

Engage Stakeholders. Provide a public participation process that seeks and includes input from a wide range of stake holders. The process will provide opportunities for interested stakeholders to learn about LID principles, participate in developing options, and provide meaningful and informed comments.

Maintain Bellevue's Compliance Record with its NDPES Stormwater Permit. The LID principles project shall be timely completed to ensure compliance with the requirement that amendments are effective by December 31, 2016.

Build On Existing Information and Programs. The LID Principles Project will build on existing City information and programs to develop and evaluate options to make LID the preferred and commonly used approach to site development.

Recognize and Seek to Balance Competing Needs. The LID Principles Project will recognize and seek to balance competing laws applicable to development and redevelopment, by considering and developing effective, innovative, flexible, and/or area-specific options. The LID Principles Project will also recognize that supporting growth in urban areas is appropriate and that balancing environmental benefits with economic development goals is important.

Council Approved Areas of Focus for the LID Principles Project.

The City Council directs staff to begin exploring, in accordance with the Project Principles listed above, the following six Areas of Focus:

1. Land Use Code
    a. Evaluate use of LID principles (and BMPs) early in the site design process;
    b. Reduce impervious surface coverage
    c. Preserve and enhance tree canopy
    d. Improve options for clustering development

2. Transportation Code and Design Standards
    a. Reduce impervious surfaces in road rights-of-way
    b. Enhance tree canopy in transportation facilities

City of Bellevue

PLANNING COMMISSION

September 2, 2015

SUBJECT

Eastgate/ I-90 Land Use Implementation – Neighborhood Mixed Use and Office Limited Business- 2

STAFF CONTACT

Erika Rhett, AICP, Senior Planner, erhett@bellevuewa.gov 452-2898
Planning and Community Development

DIRECTION NEEDED FROM PLANNING COMMISSION

Action
X Discussion
Information

At this study session, the Planning Commission is requested to provide direction on the uses to be allowed in the Neighborhood Mixed Use (NMU) and Office Limited Business -2 (OLB-2) zones. No formal action is requested at this time. This input will be used to draft the land use code that will return for Planning Commission review later this year. A public hearing will also be scheduled later in the year on the draft code.

BACKGROUND

In 2012 Council accepted the vision and recommendations of the Eastgate/I-90 Land Use and Transportation Project Citizen Advisory Committee (CAC). The Planning Commission recommended amendments to the Comprehensive Plan to implement the CAC's vision. These amendments supported a greater mix of uses for the corridor, a transit-oriented development area near the Eastgate Park and Ride and Bellevue College, multi-modal transportation options, and support for neighborhood commercial development. Amendments were adopted in conjunction with the Comprehensive Plan Update on August 3rd.

At the June 10th meeting, the Planning Commission initiated the final phase of the implementation process by reviewing the CAC vision and the proposed land use code amendment work program. At the last meeting the commission discussed land uses in the Light

Industrial (LI) and Eastgate Transit-Oriented Development (EG-TOD) zones. This meeting will continue that discussion of land use by examining alternatives in the NMU and OLB-2 zones.

Additional background information on this project is available on the web at: www.bellevuewa.gov/eastgate-corridor.htm.

RECOMMENDATIONS

Neighborhood Mixed Use
Provide direction on manufacturing, residential, and retail uses within the Neighborhood Mixed Use zone.

Office Limited Business -2
Provide direction on the expansion of retail uses within the OLB-2 zone.

NEXT STEPS
This is the second of several sessions that will review proposed alternatives for land use code amendments to implement the Eastgate CAC recommendations. Future sessions will review:

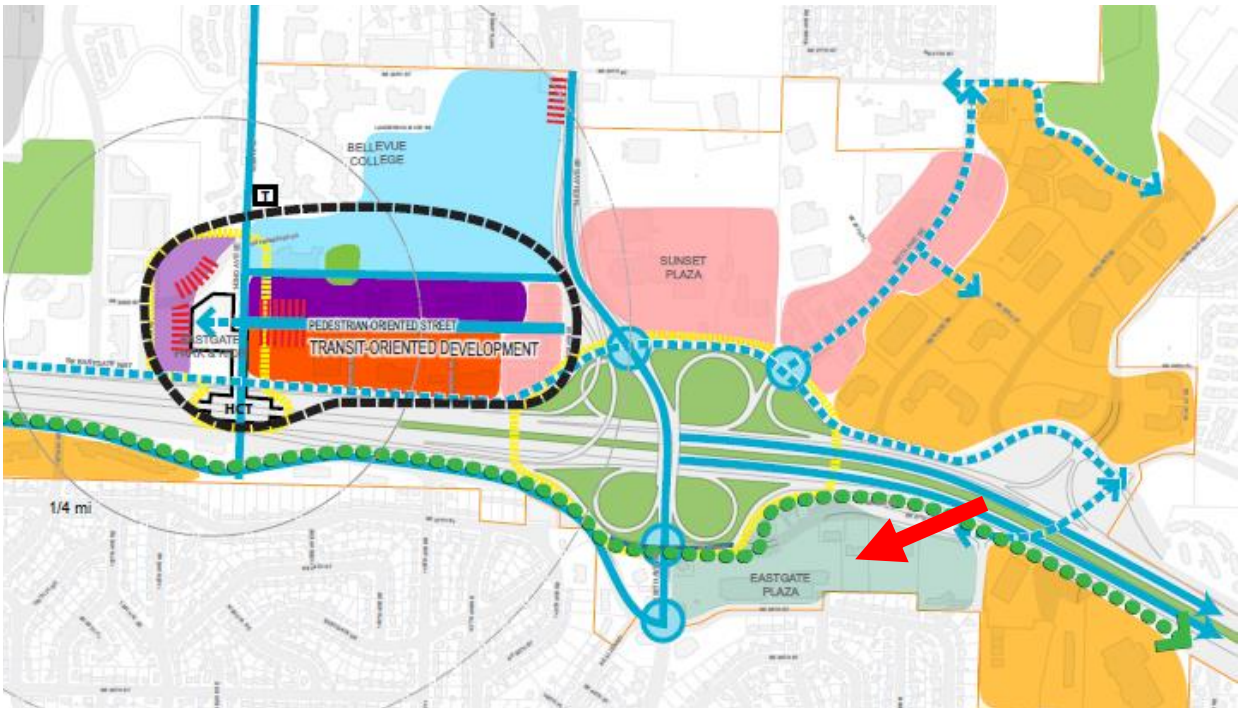
- corridor design and form to identify potential development standards and design regulations
- redevelopment economics to explore maximum Floor Area Ratio and alternatives for an incentive system

Planning Commission direction will be used to develop proposed land use code amendments that will return for commission review later in the year. There will be public outreach, including a public hearing, as part of the code amendment process.

ATTACHMENTS
1. Neighborhood Mixed Use Land Use Analysis
2. Office Limited Business-2 Land Use Analysis

EASTGATE/I-90 NEIGHBORHOOD MIXED USE LAND USE ANALYSIS

The Neighborhood Mixed Use (NMU) area is in the southeast corner of the Eastgate study area, shown in light blue on the map below. NMU land use is defined as: *A land use designation that provides for a mix of retail, service, office, and residential uses, with an emphasis on neighborhood retail and service uses. This district is designed to be compatible with nearby residential neighborhoods and to be easily accessible from the nearby office and residential uses that it serves.*[1] Currently NMU land use is unique to the Eastgate corridor, although the intention in creating the new land use designation was that it could be applied elsewhere in the city with a Comprehensive Plan Amendment.



Citizen Advisory Committee Vision and Recommendations

The NMU area is currently dominated by the Eastgate Plaza shopping center, but it also includes surrounding retail properties, the Washington State Vehicle Emissions testing facility, and the Trails End RV Park. During the CAC process the public strongly favored neighborhood retail at this location. With the loss of the Safeway at Sunset Plaza (directly north of I-90) the public expressed interest in additional alternatives and choices for goods and services available in the neighborhood. Owners of Eastgate Plaza are unlikely to redevelop soon, but there is potential for redevelopment of the RV Park and the emissions testing facility that is planned to be phased out in a few years.

[1] This definition comes from the Comprehensive Plan, adopted August 3, 2015.

The CAC vision acknowledges that although automobile access will remain important for this area, good pedestrian connections that allow safe, convenient, and comfortable access for nearby neighborhoods and offices are important. Allowing increased intensity, with office or residential uses over ground floor retail and service uses, could encourage eventual redevelopment. However, after losing neighborhood retail to auto sales and leasing at Sunset Plaza, the CAC favored prohibiting auto sales uses in the neighborhood commercial area.

Economic Development Plan

As a neighborhood center, the NMU area does not have a direct linkage to the Economic Development Plan. However, one of the core business support strategies identified in the plan includes retaining existing business, attracting new businesses, and ensuring that the city functions well as a place. Redevelopment and enhancement of Eastgate Plaza and the surrounding area would support this strategy of retaining and attracting business at the neighborhood level as well as ensuring a well-functioning place to do business.

Neighborhood Mixed Use (NMU) Use Analysis

The NMU zone is envisioned as vibrant neighborhood center with a mix of uses and strong connections to the surrounding community. There are a handful of other zones in the city with a similar purpose that might be useful to compare in deciding which uses to allow in the NMU (see the chart on the following page).

Zones	Purpose[2]	Comparability
Community Business (CB)	*Community Business Districts serve community markets and provide areas for the location of services and retail outlets, other than Downtown.*	This zone contains a wide mix of service and retail uses and is the current zoning of this area.[3]
Neighborhood Business (NB)	*Neighborhood Business Districts are small scale, mixed-use commercial areas that provide housing opportunities and retail and service businesses for the surrounding residential community. These sites may also accommodate a limited amount of administrative office space, provided that the office use does not interfere with the site's primary neighborhood-serving function. NB Districts front on designated primary or minor arterials and are generally 1,000 feet or more apart along the arterials. It is the intent of the City that any such district be located adjacent to existing or proposed residential areas. The maximum size of an NB District, composed of contiguous properties and located on one side of a street, is four and one-half acres. The maximum size is expanded to six acres for NB sites separated by a street.*	This zone provides a lower intensity zone than is envisioned for the NMU but it focuses on neighborhood uses.
BelRed Office/ Residential Transition (BR-ORT)	*The purpose of the Bel-Red-ORT Land Use District is to provide an area for low-intensity offices and uses and low density multifamily residential dwellings, developed in such a manner as to provide a buffer between residential and more intensively developed properties.*	This mixed use zone in BelRed considers the suitability of more intense development when it is located near residential areas.

Manufacturing uses

In the NB zone and the BR-ORT zone no manufacturing uses are allowed. However the CB zone allows handcrafted products manufacturing by right and most other manufacturing uses if subordinate to a permitted use. Currently there does not appear to be any manufacturing uses in the proposed NMU area, so disallowing the use should not impair any existing businesses. The question is whether manufacturing uses are appropriate neighborhood uses. Most manufacturing uses probably are not appropriate for a neighborhood center, but it could be useful to consider uses that would be appropriate if subordinate to another permitted use. For example, artisanal bakeries, breweries, or other food production when paired with a restaurant or handcrafted products such as pottery or furniture when paired with a gallery or showroom.

[2] From the Bellevue Land Use Code.

[3] There is a concomitant agreement in place for the Eastgate Plaza property that further restricts the uses on that property. It is anticipated that this concomitant agreement will be repealed with the rezoning action.

Recreation uses

Recreation uses provide activity and support community gathering, which are important function in a neighborhood center. The existing NB, CB, and BR-ORT zones show a high degree of consistency and allow a variety of such uses that seem suitable for the NMU including:

- Mid-size recreational facilities such as tennis courts, playfields, pools, and recreation centers (with a Hearing Examiner conditional use permit)
- Smaller recreational facilities such as: skating, bowling, health clubs
- Commercial amusements such as video arcades
- Private leisure and open space (catch-all category for uses not specified)
- Parks

The comparison zones also disallow a similar set of uses such as: larger recreational uses (mini-golf, go-cart tracks, driving ranges), marinas, stables, and kennels. These uses are also unlikely to be appropriate in a neighborhood center.

Residential uses

Community Business currently allows the full spectrum of residential uses, but the Neighborhood Business zone limits most residential uses and the BR-ORT zone limits most of the more intensive uses such as senior living facilities and lodging (see chart that follows). The CAC vision for the NMU area was to increase the intensity of this area slightly by allowing more opportunities for residential uses, including hotels and motels. Similarly, allowing different options for senior housing could help support people who wish to age in place by keeping them close to familiar friends and family but closer to goods and services available in the neighborhood center.

	NB	**CB**	**BR-ORT**
Single-Family Dwelling	P[4]	S	P
Two to Four Dwelling Units Per Structure	P[4]	P	P
Five or More Dwelling Units Per Structure	P[4]	P	P
Group Quarters: Dormitories, Fraternal Houses, Excluding Military and Correctional Institutions and Excluding Secure Community Transition Facilities		C	
Rooming House		P	P
Senior Citizen Dwellings	P[4]	P	
Hotels and Motels		C	
Congregate Care Senior Housing	P	P	
Nursing Home	C	P	
Assisted Living	C	P	
Accessory Dwelling Unit	S	S	P
P = permitted C= Hearing Examiner Conditional Use permit S = permitted if subordinate to a permitted use			

[4] Only permitted above non-residential uses.

Resource production uses
There is a high degree of consistency between the comparison zones in terms of resource uses. Food and fiber crops (which could allow community based agriculture, if desired in a neighborhood center) and veterinary clinics are permitted. These uses should be allowed in the NMU zone as well.

Service uses
A full range of service uses are allowed in all the comparison zones. The only uses prohibited are: construction services, secure community transition facilities, and research and development. It is appropriate to limit these services in the NMU zone as well. Auto rental and leasing is allowed with some conditions in the CB and NB zone, to be consistent with the CAC recommendations, it should be prohibited in the NMU.

Transportation, utility, and communication uses
Most of the uses in this category allow for the infrastructure needed to support development. As a result, it is not surprising to find that the comparison zones are highly consistent with each other. There are a few areas of departure, however, where the CB zone allows a use that is not allowed in the smaller, more limited NB zone, or the transitional BR-ORT zone. Bus terminals and taxi headquarters and radio and television broadcasting studios are allowed, and commercial parking lots and garages are allowed with a conditional use permit. None of these uses are currently in operation in the NMU area and they are not likely to be appropriate for a neighborhood center.

Trade uses (Retail and Wholesale)
Community Business allows a wide variety of wholesale and retail uses because it defines most of the commercial areas outside downtown. Neighborhood Business and Bel-Red ORT are more restrictive. All of the comparison zones allow: food and convenience stores, restaurants, general retail (drugstores, florists, books, etc.); and they prohibit: wholesale, farm supplies, fuel yards, scrap materials, and truck and boat sales. The table that follows shows areas of departure that should be discussed further. In keeping with the CAC recommendation auto sales should be prohibited in the NMU.

	NB	CB	BR-ORT
Recycling Centers	P	P	
Lumber and Other Bulky Building Materials Including Preassembled Products		P	
Hardware, Paint, Tile and Wallpaper (Retail)	P	P	
General Merchandise: Dry Goods, Variety and Dept. Stores (Retail)		P	
Automotive and Marine Accessories (Retail)		P	
Gasoline Service Stations	P	P	
Apparel and Accessories (Retail)		P	
Furniture, Home Furnishing (Retail)		P	
Adult Retail Establishments		P	
Garden Supplies, Small Trees, Shrubs, Flowers, Ground Cover, Horticultural Nurseries and Light Supplies and Tools	P[5]	P[5]	
Pet Shop (Retail and Grooming)	P	P	
Computers and Electronics (Retail)		P	

Discussion Questions

- What is the role of manufacturing in the NMU?
- Are food and beverage products manufacturing or handcrafted products manufacturing appropriate if paired with a retail use?
- Are any other manufacturing uses appropriate?
- Should the NMU residential uses follow the CB zone or should there be any additional restrictions or limitations on residential uses?
- Are the retail uses shown in the table appropriate for a neighborhood center?

[5] Excludes large items such as rocks, trees, and bulk supplies.

EASTGATE/I-90 OFFICE LIMITED BUSINESS-2 LAND USE ANALYSIS

The Office Limited Business area is located throughout the Eastgate corridor in the areas shown in gold. Office Limited Business (OLB) is a long-standing land use in Bellevue and in Eastgate. It was updated to allow a greater mix of uses: *A land use designation that provides areas for office, hotels, or motels. Uses such as eating establishments, retail sales, and services are permitted to provide the amenity of shopping and services within easy walking distance to support nearby businesses and employees.*[1] The land use designation is currently implemented citywide by the Office Limited Business (OLB) zone, as well as the Factoria-2 (F2) and Factoria-3 (F3) zones in the Factoria subarea. As part of the work on Eastgate the city will establish a new zone to implement OLB land use, temporarily named the Office Limited Business-2 (OLB-2) zone. Once this zone is established any property with OLB land use will theoretically be able to apply for OLB-2 zoning through the Hearing Examiner rezone process.

Economic Development Plan

One of the foundational strategies of the Economic Development Plan is to cultivate attractive and diverse business districts. With about 17% of Bellevue's employment, Eastgate is the third largest employment area in the city, and much of the employment is within the OLB land use designation. When the Eastgate/I-90 land use and transportation project was launched the primary purpose was to investigate options for enhancing the economic vitality and character of the area. The CAC recommendations for changes to OLB land use directly address the issue of cultivating an attractive and diverse business district in Eastgate.

[1] This definition comes from the Comprehensive Plan, adopted August 3, 2015.

Citizen Advisory Committee Vision and Recommendations

Office complexes are the primary form of existing office development in Eastgate. Some of the offices are set into large campuses, but there are individual office buildings as well. Most of the office development in the corridor is isolated from shopping, retail, and services to serve the thousands of employees working in the corridor. A couple office developments are near existing retail, services, and restaurants such as the Newport Corporate Campus (T-Mobile) perched on the hill just above the Factoria retail strip, or the I-90 Office Park just east of Sunset Plaza. However a lack of safe, convenient, and comfortable pedestrian connections can inhibit access and usability of these areas.

The Citizen Advisory Committee (CAC) for Eastgate envisioned a more vibrant office environment. The vision supports the integration of a greater mix of uses, goods and services to into office complexes in order to serve and support nearby workers and businesses. Forecast employment growth for Bellevue and market analysis of Eastgate indicates that there will be demand for additional office space in this area over the next 20 years. However, it is likely that existing office development will remain. As a result, the CAC recommended that growth be accommodated by allowing increased intensity and infill development in the corridor. Over time, redevelopment will result in an active and thriving network of ground floor retail and service uses that are integrated into the office environment.

Office Limited Business -2 Use Analysis

The OLB-2 area presents an opportunity to create an active and attractive office environment infused with support services, restaurants, and daily goods. This is a departure from the existing OLB zone which is oriented toward an older idea about the separation of employment uses, permitting support uses only as accessory to an allowed use. There are also other zones in the city that support office development, or mixed use development with an office focus. It is useful to examine the uses allowed in these types of zones to help determine the appropriate uses for the OLB-2 zone. The following chart compares these zones.

Zones	Purpose[2]	Comparability
Office (O)	*Office Districts provide areas for business, financial and professional service offices, located on arterial or commercial access streets. In the proximity of other major business and commercial districts, this district may serve as a buffer between residential areas and more intensive commercial districts.*	This zone allows only about half the intensity of the proposed OLB-2 zone and is much more restrictive in its uses.
Office Limited Business (OLB)	*Office and Limited Business Districts provide areas for the location of integrated complexes made up of offices, hotels or motels, eating establishments and retail sales accessory to permitted uses. Such districts are located in areas that abut and have convenient access to freeways and major highways.*	This zone allows only about half the intensity of the proposed OLB-2 zone and restricts support uses. However, it is the existing zone for most of the property that will be rezoned OLB-2.
Factoria -2 (F2)	*Factoria, F2 District provides for intensive office, movie theater, and service uses adjacent to freeway corridors in the Factoria area.*	Nearly the same use profile as OLB (does not allow auto sales), but allows intensity of up to .75 FAR.[3] This zone is applied to one office complex north of Factoria Mall.
Factoria- 3 (F3)	*Factoria, F3 District 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.*	Nearly the same use profile as OLB (does not allow auto sales), but allows intensity of up to 1.26 FAR.[3] This zone is applied only to the Newport Corporate Campus (T-Mobile).
Downtown Office Limited Business (DNTN-OLB)	*The purpose of the Downtown-OLB Land Use District is to provide an area for the location of integrated complexes made up of offices, and hotels or motels, with eating establishments and retail sales secondary to these primary uses. The district abuts and has convenient access to the I-405 Freeway.*	This zone is used to define office development along the I-405 corridor, some of which is proximate to mixed use development in Downtown and some of which is not. It allows only about half the intensity of the proposed OLB-2 zone but has a similar use profile.
BelRed Office/Residential (BR-OR)	*The purpose of the Bel-Red-OR Land Use District is to provide an area for a mix of office, housing and retail uses, with office as the predominant use.*	The use profile of this zone is probably most like the use profile that is envisioned for the OLB-2 because it recognizes a mix of uses and has a 1.0 maximum FAR.[3]

[2] From the Bellevue Land Use Code

[3] Floor Area Ratio – a calculation of intensity often used for commercial or mixed use buildings. FAR is most simply a ratio of the square footage of the building compared to the square footage of the lot. Often non-occupied areas of the building, such as mechanical areas, emergency stairwells, structured parking, or elevator shafts, are excluded from the building square footage.

Manufacturing uses
On the whole, manufacturing uses are prohibited in all of the comparison zones. The O, OLB, F2, and F3 zones permit the manufacturing of measuring, analyzing, and controlling instruments, photographic, medical and optical goods, watches and clocks manufacturing, and computer software. This use should probably continue to be allowed in the OLB because there are existing businesses in this category in Eastgate. Downtown allows handcrafted products manufacturing, but this is probably not an essential addition to the OLB-2 zone.

Recreation uses
There is a great deal of similarity between all comparison zones in the types of recreational uses that are allowed. Libraries, art galleries, indoor public assembly uses (auditoriums and sports arenas), movie theaters, and parks are generally permitted. Larger facilities such as indoor recreation (for example: skating, gyms, health clubs) and activities like tennis courts, athletic fields and swimming pools are allowed as a conditional use. Very large facilities, or those inappropriate for a developed urban area such as fairgrounds, driving ranges, stables, and kennels are prohibited. O, OLB, F2, and F3 allow camping site and hunting clubs and aquariums, botanical gardens, and zoos, but since none of those are in existence now and they would probably be incompatible with an intensification of land use in the OLB-2 it would be appropriate to exclude them. Video arcades and electronic games are not allowed in any of the comparison zones, but would probably be an appropriate addition to the OLB-2.

Residential uses
With the exception of DNTN-OLB, which only allows hotels and motels, the other comparison zones share a similar residential profile. Multi-family residential is allowed, as well as lodging, rooming houses, and a full range of senior housing options. Group quarters (which includes dormitories) are prohibited but they should be considered for the OLB-2 because of the proximity to Bellevue College.

Resource production uses
The only resource use allowed in the BR-OR are veterinary clinics and hospitals. Even though the use is not currently allowed in the OLB, it should be allowed in the OLB-2 since it is the kind of service use that might be useful for nearby workers (especially as some offices allow employees to bring their dogs to work!). Agricultural production, forestry, and mining are allowed either outright or with a conditional use permit in the O, OLB, F2, and F3 zones, but there is no reason to include such uses in the OLB-2.

Service uses
The following services are similarly permitted in all comparison zones: finance, insurance, and real estate, day care centers, business services, medical clinics, professional services, government services, education, technical and trade schools, religious uses, professional and labor

organizations, social services, and administrative offices. OLB currently allows uses that are not allowed in the BR-OR, but should be allowed in the OLB-2, such as: computer programming, data processing, and other related services and research and development.

Transportation, utility, and communications uses
The profile of uses in this category is extremely similar between zones and is used primarily to allow the infrastructure needed to support development. The same profile should be used to establish these uses in the OLB-2.

Trade uses (Wholesale and Retail)
Retail uses are a key category for implementation of the CAC vision for Eastgate. Retail uses are nearly completely prohibited in the O zoning district. In the OLB, DNTN-OLB, F2, and F3 zones retail uses are limited, and even the uses that are allowed tend to be restricted through a use permit, size restriction, or use restriction. However, the BR-OR permits the following uses that should also be considered for the OLB-2 zone. Consider the uses below to determine which retail uses should be permitted in the OLB-2.

	O	**OLB**	**F2**	**F3**	**DNTN OLB**	**BR-OR**
Recycling Centers						P
Lumber and Other Bulky Building Materials						P[4]
Hardware, Paint, Tile and Wallpaper (Retail)						P[4]
General Merchandise: Dry Goods, Variety and Dept. Stores (Retail)						P
Food and Convenience Store (Retail)					P[5]	P
Autos (Retail)		P[6]				
Gasoline Service Stations		A[7]	A[7]	A[7]	A[7], S[5]	P
Apparel and Accessories (Retail)		S	S	S	P[5]	P
Furniture, Home Furnishing (Retail)						P
Eating and Drinking Establishments	P	P[5]	P[5]	P[5]	P[5, 8]	P
Misc. Retail Trade: Drugs, Liquor, Antiques, Books, Sporting Goods, Jewelry, Florist, Photo Supplies, Video Rentals and Computer Supplies	P	S	S	S	P[5]	P
Garden Supplies, Small Trees, Shrubs, Flowers, Ground Cover, Horticultural Nurseries and Light Supplies and Tools						P
Pet Shop (Retail and Grooming)					P	
Computers and Electronics (Retail)						P

P = permitted S = subordinate to an allowed use A = Administrative conditional use permit

[4] If three or more retail uses are combined the use is limited to 50,000 sq.ft.
[5] Restaurant uses must be functionally integrated into a complex and are limited in size.
[6] Limited to existing auto sales locations
[7] Can include a convenience store
[8] No drive-thru windows allowed

Discussion Questions

- Are the uses appropriately characterized in the descriptions above?
- Which retail uses are appropriate in the OLB-2?

Planning Commission Schedule

September 9, 2015

The Bellevue Planning Commission typically meets on the second and fourth Wednesdays of each month. Meetings begin at 6:30 p.m. and are held in the Council Conference Room (Room 1E-113) at City Hall, unless otherwise noted. Public comment is welcome at each meeting.

The schedule and meeting agendas are subject to change. Please confirm meeting agendas with city staff at 425-452-6931. Agenda and meeting materials are typically posted the Monday prior to the meeting date on the city's website at:

http://www.bellevuewa.gov/planning-commission-agendas-2015.htm

Date	**Tentative Agenda Topics**
Sept 23	Downtown Livability/Land Use Code Update of Bellevue Parks & Open Space System Plan
Sept 30	Planning Commission Annual Retreat
Oct 14	Eastgate Land Use Code Downtown Livability/Land Use Code
Oct 28	Downtown Livability/Land Use Code
Nov 9	Placeholder date for joint City Council-Planning Commission workshop regarding Downtown Livability/Incentive Zoning System
Nov 11	*No meeting – Veterans Day*
Nov 18	Eastgate Land Use Code Downtown Livability/Land Use Code
Nov 25	*No meeting – Day before Thanksgiving*
Dec 9	Eastgate Land Use Code Downtown Livability/Land Use Code
Dec 23	*No meeting*

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August 22, 2015

Development Services Department
Bellevue City Hall
PO Box 98009-9012
Bellevue, WA 98009-9012

Re: Aegis at Overlake File #15-116843-LD

I am writing in support of the above referenced application.

My office is located catty-corner to this proposed project. I purchased my property in 1997 just after the area was rezoned office-residential and have operated my law office at this location since 1998. As a result, I have witnessed the demotion of four houses that were formerly located at a portion of the proposed Aegis site in anticipation of construction of an office building which was never approved. Consequently, those four vacant lots have become completely overgrown with vegetation and have attracted transients who have sometimes camped out in the overgrowth. It will be nice to finally have this eyesore replaced.

I have reviewed the plans submitted by Aegis and must saw how impressed I am with their proposal. In addition to my work as a lawyer, I am also a certified professional guardian working with many elderly who are living with dementia. This facility, uniquely dedicated to meeting their housing and care needs, is a welcome addition to the community and sorely needed at a time when the baby boom generation is approaching the so called golden years. I feel that the proposed development will blend nicely into the existing community and will also benefit it by providing better sidewalks and also round the clock use.

This is the first major development project in the BR-MO zone since that zoning change was initiated 7 years ago. At the time of that zoning change, the FAR was raised from .5 to 1 and the building height limit was raised to 70 feet in an effort to spur development. I understand that at the time the change was made a five year look back was required to evaluate whether or not the zoning changes brought about the anticipated development. We are now 2 years past the look back deadline and to date no such evaluation has yet to take place. This is frustrating to many of us who own property in the BR-MO zone, particularly those of us who share a vision of higher density use type buildings in this unique section of the city which we feel calls for such development.

About three years ago, Overlake Investors, seeking to develop those four vacant 4 lots in the Aegis project into a multistory office building, formally requested a change in the

zoning for its property from BR-MO to BR-CR (Commercial residential). That issue came before Bellevue City Council on July 8, 2013 – over two years ago. A review of the extended study minutes for that meeting, which I am submitting to you for ease of reference, is rather illuminating on the issue and I ask you to review it carefully.

Planning Commissioner Tebelius reminded Council that CURRENT MEDICAL OFFICE DEVELOPMENT STANDARDS DO NOT SUPPORT REDEVELOPMENT OF THE PROPERTY.

As a result, the Commission proposed that Council initiate a set of Comprehensive Plan amendments that would apply to the ***entire*** BR-MO district, not just Overlake Investors. If directed by Council the Commission indicated it could address this in the future. ***THE INTENT WOULD BE TO INCREASE THE FAR FROM THE CURRENT 1.0 TO BETTER MATCH THE 70-FOOT BUILDING HEIGHT ALLOWED WHICH WOULD ECONOMICALLY SUPPORT NEW DEVELOPMENT.***

Council took the position that the review should run simultaneously with the Comprehensive Plan review so that both would start in 2014. When I attended the public meetings on the Comprehensive Plan and asked about the review of the BR-MO district, however, I was told this was not part of the Comprehensive Plan review. I was told this was something they have no time to look into and correct until ***after*** the Comp Plan Amendment analysis is completed. The Comprehensive Plan review is now completed, yet we still have no idea when the required lookback that should have taken place two years ago will finally begin.

It may be tempting to point to the proposed Aegis development as evidence that the intended development is taking place and that increasing the FAR is not required, however, this reliance would be misplaced. The Aegis project is primarily possible under the current FAR of 1 because its land acquisition costs were artificially low. In essence, Aegis was able to acquire the bulk of its property from the prior developer who sold at fire sale prices after being frustrated in its attempts to complete its intended project. Aegis paid $3.4 million for the 4 vacant lots, which translates to about $850,000 per lot. No knowledgeable property owner in the BR-MO zone would sell their property for such a price, however, which is why Aegis paid $1.25 million for each of the two remaining lots for its project. Had Aegis paid $1.25 million for all six lots, the proposed development would not pencil out under current FAR limitations of 1. This is exactly why no other developments will take place in the BR-MO zone unless the City increases the FAR.

In fact, as beautiful and desired as the Aegis project is, it is a shadow of the Aegis development that is about to break ground in nearby Newcastle. That project will result in a 5 story retirement complex especially targeted to the Chinese community with 110 housing units (see http://www.aegisliving.com/aegis-gardens/ for more information on

this project). Given the relative costs of land in Newcastle and the BR-MO zone in Belelvue, the only way similar high density developments will take place in the BR-MO zone is for the FAR to increase from 1 to at least a 2. In the meantime, the current use remains the same of smaller owner operated businesses in what were designed to be single family homes bordered by the higher density Spring District to the east and downtown Bellevue to the west. Surely this is not consistent with our vision for our City.

I trust the City will soon address the problems with the zoning and FAR in the BR-MO zone to allow greater developments than what Aegis is proposing. In the meantime, the Aegis project is certainly a step in the right direction.

Very truly yours,

Sam Ciapanna, Esq.

cc. Bellevue Planning Commission
Bellevue City Council

Responding to Councilmember Balducci, Mr. Inghram pointed out LI properties in the area. Ms. Balducci observed that the change would not displace any existing LI development. She believes it makes sense to forward the proposal for threshold review.

Responding to Councilmember Wallace, Mr. Inghram said the current development is office buildings, which are allowed in the LI zone within certain limitations.

Mr. Wallace questioned whether the Planning Commission addressed Mr. Schechter's comments regarding the lease. Ms. Tebelius said the Commission did not but relied on staff's recommendation that the application was properly submitted.

Ms. Balducci said she understands how a property owner might not support a proposed map designation change. However, she said the decision is based on whether the proposal fits the appropriate criteria for a CPA.

Mayor Lee questioned whether there is a potential liability for the City if the matter is disputed. Mr. Inghram said staff can research that question. He is not aware of a similar situation.

Councilmember Stokes said he would like the City Attorney to review the issue. He observed that, if the landowner has the interest in changing the map designation, perhaps the building owner would have a cause of action against the landowner. However, he does not see the City as being involved in that at all.

Mr. Stokes observed that the proposal meets the threshold review criteria, and he supports adding it to the work program.

→ Deputy Mayor Robertson moved to initiate the Bel-Kirk Office Park CPA into the annual work program, and Councilmember Wallace seconded the motion.

→ The motion carried by a vote of 6-0.

Mr. Inghram said the Overlake Investors CPA proposal requests a change in map designation from BR-MO (Bel-Red – Medical Office) to BR-CR (Bel-Red – Commercial/Residential) for a site on 116th Avenue NE. He said the subject property is currently vacant, and there has been development interest in the site in recent years.

Commissioner Tebelius said the Planning Commission recommends by a vote of 7-0 that the City Council not initiate this CPA into the annual work program. The Commission concluded that the request is not consistent with the Council's policies reflected in the Bel-Red Subarea Plan update adopted in 2009.

Ms. Tebelius reminded the Council that the current Medical Office development standards do not support redevelopment of the property. The Commission therefore recommends that the Council initiate a set of CPAs that would apply to the entire BR-MO district. If directed by the Council,

the Commission can address that in the future. The intent would be to increase the FAR (floor-area ratio) from the current 1.0 to better match the 70-foot building height allowed in the Bel-Red Medical Office area. This would economically support new development.

Commissioner Tebelius said an update to the Bel-Red Subarea Plan is due in 2014. The Planning Commission asks that the Council consider moving up the timeline to address this issue. Responding to Ms. Tebelius, Mr. Inghram said the Council could initiate a related amendment if desired.

Deputy Mayor Robertson said the Planning Commission is currently in the early stages of the 10-year citywide Comprehensive Plan update. A number of site-specific or area-specific requests have been discussed for potential addition to the update work plan. Ms. Robertson said that one item under consideration is shortening the time for the Bel-Red Subarea Plan update and combining it with the 10-year update. The Council anticipates a response from staff about the availability of resources for that work.

Mr. Stroh said staff plans to return to the Council to discuss how to address the Bel-Red Subarea Plan update.

Ms. Robertson said she supports addressing the Bel-Red Plan with the current Comprehensive Plan update. She is open to considering FAR, building heights, and zoning for the Overlake Investors site and similar sites in the Bel-Red corridor. However, she concurs with the Planning Commission and staff that addressing the current Overlake Investors CPA proposal does not meet the threshold criteria.

Councilmember Balducci observed that there are different ways to go about addressing changes in map designations and land uses. In addition to the CPA work program, two more relevant processes are the current 10-year Comprehensive Plan update and the Bel-Red Subarea Plan update planned for 2014. Ms. Balducci said she is interested in considering changes to the 116th Avenue NE area. However, she believes it is a more appropriate topic for a different process.

Mayor Lee noted that, while the next Bel-Red Subarea Plan update is slated for 2014, the Council could decide to change that direction to staff.

Councilmember Stokes concurred with the comments by Deputy Mayor Robertson and Councilmember Balducci. He would like to address the Bel-Red update in 2014 as planned. He supports the Planning Commission's recommendation to not advance the Overlake Investors CPA proposal into the 2013 work program.

Councilmember Wallace noted that a number of small lots surround the Overlake Investors site, which he thinks calls for a broader look at the Medical Office zone and the development implications of the zoning. He believes the MO zoning is not correct and he would like the Council to fix it. He noted that a number of property owners have communicated that they are unable to use their properties until the zoning is amended.

Deputy Mayor Robertson concurred. She recalled that the Planning Commission approved the Bel-Red Plan update and set the five-year review schedule in 2008. The Council did not take action until 2009 and she agrees that it is time to consider an update. She believes that a number of amendments will be appropriate for the Bel-Red corridor.

→ Deputy Mayor Robertson moved to not initiate the Overlake Investors CPA proposal into the annual work program, and Councilmember Stokes seconded the motion.

Mayor Lee opined that the area has not experienced much change since the Bel-Red Subarea Plan was adopted in 2009, and he could support postponing an update beyond 2014. However, he understands concerns about certain zoning designations and supports a review of the plan if desired by the Council. He will support the motion.

→ The motion carried by a vote of 6-0.

(c) Options for Amending City Council Rules for Oral Communications

Mr. Miyake opened discussion regarding the Council's interest in amending its rules with regard to oral communications during meetings. In its direction to staff, the Council expressed a strong commitment to public involvement with an eye toward maintaining meeting efficiency and civility.

Myrna Basich, City Clerk, recalled that, for some time, the Council has been interested in amending the rules for oral communications. She noted materials provided in the meeting packet. State law requires that Council meetings are open to the public but does not guarantee the right of audience participation with the exception of public hearings.

Ms. Basich said it is the role of the presiding officer to maintain order at Council meetings. The Mayor may instruct the public regarding rules of courtesy for Council meetings, and, if the rules are not followed, the speaker may lose his or her privileges to speak and may be ejected from the meeting for disorderly conduct.

Due to time constraints, the Council was not able to discuss possible amendments to the rules during its Council retreat when the topic was originally scheduled. Ms. Basich referred the Council to the meeting packet for information originally printed for the January discussion, including an update to the matrix that summarizes the rules used by other cities. Information beginning on page 3-38 of the packet outlines four types of rule modifications for the Council's consideration.

Ms. Basich said the first area for consideration provides more specific rules related to the expected decorum at Council meetings, which expressly state the right of the Chair to suspend the person's right to speak should he or she not comply with the rules. Language adopted by Shoreline, Tacoma, and Yakima is provided in the matrix, and sample language is provided on the bottom of page 3-38, should the Council want to consider this type of amendment.

August 23, 2015

Robert & Dr. Martha Hsueh
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Bellevue City Council,
Bellevue Planning Commission, &
Development Services
PO Box 90012
Bellevue, WA 98009-9012

Re: Aegis at Overlake,
File #15-116843-LD

We are writing in support of the above application.

This is the only new development in BR-MO zone in a long time. This new 2-story structure comes only because Aegis Memory Unit can charge more so to justify for the investment. Aegis could build two more stories but prevented by the low FAR currently. The low FAR prevented sensible investment-returns for other investors to come into BR-MO zone.

We welcome this new construction and hope for more to come. As 2014 Bellevue City Council adopted Economic Development Plan has clearly stated, "Cultivate the Bel-Red Corridor as a distinctive, well-defined place energized by transit-oriented development and supported by public investment" (page 20, C4). We, as neighbors of Aegis at Overlake, hope to see a vibrant Bel-Red Corridor. We request the City Council, Bellevue Planning Commission and Bellevue City Development Services to promote transforming dull Bel-Red to vibrant area like Seattle Queen Anne. We support the City to **increase FAR in BR-MO** to spur development and changes. The City Council and Development Services have promised to review on BR-MO FAR in 2014 but has delayed such action over and over again. Keeping promise is elected offices' responsibility. Be accountable and make the right choice for the City of Bellevue and its people. We want Bellevue to become a livable, exciting and attractive city where people want to visit and live. BR-MO zone is a perfect place to enhance Bellevue's image as it borders I-405. The sleepy slum needs transformation. The current BR-MO area is not "energized" by any stretch of imagination!

We trust you to support a new energized and vibrant Bellevue. Thank you for your time!

Yours truly,

Robert Hsueh

Dr. Martha Hsueh

C. Cultivate attractive and diverse business districts

Employers are looking for a diverse range of built environments, including unique options appealing to the younger, creative demographic typical at information technology companies. While the City needs to invest in the health and vitality of Downtown, we should focus not solely there, but seek to develop other areas with growth potential. Attaining these goals will improve the quality of life of Bellevue residents through the creation of diverse and dynamic places and will attract cutting edge, innovative companies.

A key focus in this Foundational Strategy is making the greatest use of the City's distinctive business districts, including Downtown, Factoria/Eastgate, the redeveloping Bel-Red Corridor, and the as-yet unplanned reinvention of the Wilburton and 116th Avenue NE area. Each of these areas presents unique potential to add to Bellevue's sense of place and diversity of built environments. Each is or will be grounded by a distinct vision and supporting strategies designed to cultivate a particular character in the buildings, businesses, and amenities and form the sub-area into a desirable place to be.

C.1 Use land use code guidance and public infrastructure investments to promote dynamic urban neighborhoods with diverse shopping and eating options, healthy neighborhood retail centers, and "after hours activities"

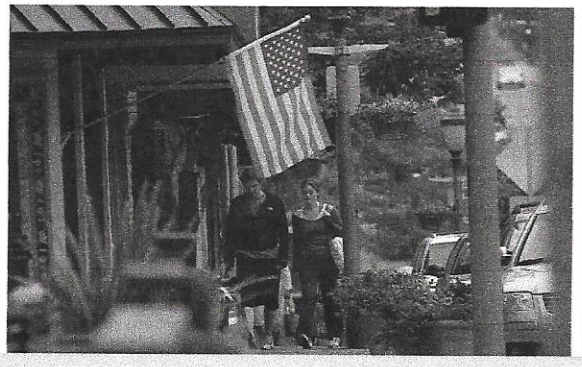
C.2 Continue to shape Downtown Bellevue into a dynamic, world-class urban environment by implementing the results of the Downtown Livability Study and using targeted public investment to make Downtown a walkable and energized environment with a strong sense of place

C.3 Promote the Factoria/Eastgate area along the I-90 corridor, updating the area land use and amenities consistent with recommendations of the Eastgate Land Use and Transportation Project

C.4 Cultivate the Bel-Red Corridor as a distinctive, well-defined place energized by transit-oriented development and supported by public investment

C.5 Seek unique anchor uses to develop the Wilburton and 116th Avenue NE area into a distinct district that complements Downtown and the Spring District

C.6 Continue to retain and attract auto dealerships, recognizing the increasing difficulties of finding appropriate land due to continued urbanization of Bellevue



Responding to Councilmember Balducci, Mr. Inghram pointed out LI properties in the area. Ms. Balducci observed that the change would not displace any existing LI development. She believes it makes sense to forward the proposal for threshold review.

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Ms. Balducci said she understands how a property owner might not support a proposed map designation change. However, she said the decision is based on whether the proposal fits the appropriate criteria for a CPA.

Mayor Lee questioned whether there is a potential liability for the City if the matter is disputed. Mr. Inghram said staff can research that question. He is not aware of a similar situation.

Councilmember Stokes said he would like the City Attorney to review the issue. He observed that, if the landowner has the interest in changing the map designation, perhaps the building owner would have a cause of action against the landowner. However, he does not see the City as being involved in that at all.

Mr. Stokes observed that the proposal meets the threshold review criteria, and he supports adding it to the work program.

→ Deputy Mayor Robertson moved to initiate the Bel-Kirk Office Park CPA into the annual work program, and Councilmember Wallace seconded the motion.

→ The motion carried by a vote of 6-0.

Mr. Inghram said the Overlake Investors CPA proposal requests a change in map designation from BR-MO (Bel-Red – Medical Office) to BR-CR (Bel-Red – Commercial/Residential) for a site on 116th Avenue NE. He said the subject property is currently vacant, and there has been development interest in the site in recent years.

Commissioner Tebelius said the Planning Commission recommends by a vote of 7-0 that the City Council not initiate this CPA into the annual work program. The Commission concluded that the request is not consistent with the Council's policies reflected in the Bel-Red Subarea Plan update adopted in 2009.

Ms. Tebelius reminded the Council that the current Medical Office development standards do not support redevelopment of the property. The Commission therefore recommends that the Council initiate a set of CPAs that would apply to the entire BR-MO district. If directed by the Council,

the Commission can address that in the future. The intent would be to increase the FAR (floor-area ratio) from the current 1.0 to better match the 70-foot building height allowed in the Bel-Red Medical Office area. This would economically support new development.

Commissioner Tebelius said an update to the Bel-Red Subarea Plan is due in 2014. The Planning Commission asks that the Council consider moving up the timeline to address this issue. Responding to Ms. Tebelius, Mr. Inghram said the Council could initiate a related amendment if desired.

Deputy Mayor Robertson said the Planning Commission is currently in the early stages of the 10-year citywide Comprehensive Plan update. A number of site-specific or area-specific requests have been discussed for potential addition to the update work plan. Ms. Robertson said that one item under consideration is shortening the time for the Bel-Red Subarea Plan update and combining it with the 10-year update. The Council anticipates a response from staff about the availability of resources for that work.

Mr. Stroh said staff plans to return to the Council to discuss how to address the Bel-Red Subarea Plan update.

Ms. Robertson said she supports addressing the Bel-Red Plan with the current Comprehensive Plan update. She is open to considering FAR, building heights, and zoning for the Overlake Investors site and similar sites in the Bel-Red corridor. However, she concurs with the Planning Commission and staff that addressing the current Overlake Investors CPA proposal does not meet the threshold criteria.

Councilmember Balducci observed that there are different ways to go about addressing changes in map designations and land uses. In addition to the CPA work program, two more relevant processes are the current 10-year Comprehensive Plan update and the Bel-Red Subarea Plan update planned for 2014. Ms. Balducci said she is interested in considering changes to the 116th Avenue NE area. However, she believes it is a more appropriate topic for a different process.

Mayor Lee noted that, while the next Bel-Red Subarea Plan update is slated for 2014, the Council could decide to change that direction to staff.

Councilmember Stokes concurred with the comments by Deputy Mayor Robertson and Councilmember Balducci. He would like to address the Bel-Red update in 2014 as planned. He supports the Planning Commission's recommendation to not advance the Overlake Investors CPA proposal into the 2013 work program.

Councilmember Wallace noted that a number of small lots surround the Overlake Investors site, which he thinks calls for a broader look at the Medical Office zone and the development implications of the zoning. He believes the MO zoning is not correct and he would like the Council to fix it. He noted that a number of property owners have communicated that they are unable to use their properties until the zoning is amended.

Deputy Mayor Robertson concurred. She recalled that the Planning Commission approved the Bel-Red Plan update and set the five-year review schedule in 2008. The Council did not take action until 2009 and she agrees that it is time to consider an update. She believes that a number of amendments will be appropriate for the Bel-Red corridor.

→ Deputy Mayor Robertson moved to not initiate the Overlake Investors CPA proposal into the annual work program, and Councilmember Stokes seconded the motion.

Mayor Lee opined that the area has not experienced much change since the Bel-Red Subarea Plan was adopted in 2009, and he could support postponing an update beyond 2014. However, he understands concerns about certain zoning designations and supports a review of the plan if desired by the Council. He will support the motion.

→ The motion carried by a vote of 6-0.

(c) Options for Amending City Council Rules for Oral Communications

Mr. Miyake opened discussion regarding the Council's interest in amending its rules with regard to oral communications during meetings. In its direction to staff, the Council expressed a strong commitment to public involvement with an eye toward maintaining meeting efficiency and civility.

Myrna Basich, City Clerk, recalled that, for some time, the Council has been interested in amending the rules for oral communications. She noted materials provided in the meeting packet. State law requires that Council meetings are open to the public but does not guarantee the right of audience participation with the exception of public hearings.

Ms. Basich said it is the role of the presiding officer to maintain order at Council meetings. The Mayor may instruct the public regarding rules of courtesy for Council meetings, and, if the rules are not followed, the speaker may lose his or her privileges to speak and may be ejected from the meeting for disorderly conduct.

Due to time constraints, the Council was not able to discuss possible amendments to the rules during its Council retreat when the topic was originally scheduled. Ms. Basich referred the Council to the meeting packet for information originally printed for the January discussion, including an update to the matrix that summarizes the rules used by other cities. Information beginning on page 3-38 of the packet outlines four types of rule modifications for the Council's consideration.

Ms. Basich said the first area for consideration provides more specific rules related to the expected decorum at Council meetings, which expressly state the right of the Chair to suspend the person's right to speak should he or she not comply with the rules. Language adopted by Shoreline, Tacoma, and Yakima is provided in the matrix, and sample language is provided on the bottom of page 3-38, should the Council want to consider this type of amendment.

16021 N.E. 2nd St.
Bellevue, WA 98008

Aug. 23, 2015

Development Services Department
Bellevue City Hall
PO Box 98009-9012
Bellevue, WA 98009-9012

Re: Aegis at Overlake File #15-116843-LD

The following comments are in support of the above referenced application.

I own property in the area and am interested and concerned about the future of this area. The Aegis plans will add to the area and will meet the needs of some elderly. In my past positions as a Registered Occupational Therapist and now as an Associate in Ministry who visits the elderly, I am well aware of the needs of some elderly persons. If the FAR was higher, Aegis could have built a larger facility, perhaps similar to the 5 story complex they plan to build in Newcastle.

It is my understanding that a five year look back was required to evaluate whether or not the zoning changes made 7 years ago brought about the desired development. It is now two years past that and the evaluation has not been done. If the city of Bellevue desires development in this area, the FAR needs to be increased.

It is my hope that the City will address the problems with the zoning and FAR in the BR-MO zone to allow greater developments than what Aegis is proposing. In the meantime, Aegis will be a nice addition to the area.

Sincerely,

Roselyn Olson

Roselyn Olson

Cc Bellevue Planning Commission
Bellevue City Council

August 24, 2015

Charles Voelker, PE, SE
1911 116th Avenue NE
Bellevue, WA 98004
charles@voelkereng.com
425-451-4946

Bellevue City Council
Bellevue Planning Commission
PO Box 90012
Bellevue, WA 98009

Subject: BR-MO Zoning

Dear council members and staff:

I am writing to express my frustration at your lack of concern for the citizens living/working in the BR-MO district. For two years we have been petitioning the council and the commission to address the problem in the BR-MO zoning. We are citizens of Bellevue and expect to be treated fairly as such, not to be brushed aside and ignored.

The mandated, promised, look-back is 2 years overdue; government promises should be kept. No development other than Aegis is occurring in BR-MO because of the FAR. The Aegis project is an anomaly; the land was purchased long ago at reduced prices and it is an owner occupied facility. A larger facility could have been built there, in harmony with the city's future goals, had the FAR been higher. The city lost an opportunity here to build for the future. It is unfair for the city to ignore its obligations to the landowners of BR-MO by focusing on other projects that materialized later, including its own projects in other parts of Bel Red. If it takes more resources to get the job done, you should allocate them.

Sincerely,

Charles Voelker

Charlotte Weigel
CF Holdings, LLC
11512 NE 19th Street
Bellevue, WA 98004
charlotte@weigellawfirm.com
425-637-3096

August 26, 2015

Bellevue City Council
Bellevue Planning Commission
PO Box 90012
Bellevue, WA 98009

Re: BR-MO - Zoning

I am an owner of property at 11512 NE 19th Street. My neighbors and I have formed an assemblage combining our properties to form a two acre parcel that extends from 116th Ave NE to I-405 and is bordered on the north by NE 20th and on the south by NE 19th.

I am writing to express my concerns about the City's failure to address the complete disconnect between the City's vision for the BR-MO section of the Bel-Red Corrider and the corresponding FAR.

In the 2008/2009 time frame the City adopted a Comprehensive Plan which included the good and appropriate vision that medical office and related uses should be developed in the Bel Red area running along 116th Avenue NE north NE 12th . In light of the earlier development of the Group Health complex, Children's Hospital and the redevelopment of the Overlake Hospital complex, the city's vision was spot on. Unfortunately, there is a mistake in the City's building code for the BR-MO zone which is a death knell for the vision. The height limit in this area is 70 feet. The FAR of 1:1 is inconsistent, not only with the height limit, but with the vision.

As I understand it, a mandatory look back was incorporated in the 2008/2009 Plan to evaluate whether the vision was coming to fruition. Although members of the council have acknowledged that the FAR designation for the BR-MO was in error, the look back is one to two years overdue and the glitch in the FAR still has not been corrected.

The FAR problem is significant. Little to no development is happening in the BR-MO. This is soley because of the erroneous FAR. In fact the last couple of years have presented a fantastic economic opportunity for development, with low interest rates and an otherwise booming economy. In spite of this, developers are passing over the BR-MO because it simply is not feasible to develop in this area with an FAR of 1:1.

The one exception to the otherwise, complete lack of development in the BR-MO is the recent application by Aegis for a modest project at 116th Ave NE and NE 19th. This project is an anomaly for a variety of reasons. In speaking with the folks at Aegis, had the FAR in this area been higher you would have seen an application for a much larger and more impressive project than the one under consideration.

The FAR in the BR-MO must be corrected and the correction must be given the highest priority for the following reasons:

- Members of the Council have admitted that the FAR is in error.
- Development consistent with the City's vision is not feasible given the current FAR;
- Buyers, sellers and developers will sit on their hands until the City resolves this issue;
- The look back is one to two years overdue;
- My neighbors and I have been before the Council on numerous occasions over the past couple of years patiently requesting that this issue be addressed;
- We have met with members of the planning commission, but no action has been taken;
- A petition signed by property owners in the area was presented in April, 2015.
- On numerous occasions over the past two years we have been assured that the issued will be addressed, but still not action.

In short we have been blown off by City. If the problem is not corrected, this area of our City will remain a hodge podge of 1950s houses. Some will likely fall into disrepair. The City's vision will look more like hot air than meaningful intent.

I know the City has a full plate and I appreciate all that you do, but I am once again urging that you take immediate action to correct the FAR in order to facilitate the intended development of the BR-MO before the current economic cycle subsides.

Sincerely,

Charlotte Weigel

From: Dave Peek <david.peek@rdsplans.com>
Sent: Monday, August 31, 2015 3:01 PM
To: Balducci, Claudia; Wallace, Kevin R; Chelminiak, John; Robertson, Jennifer S.; Robinson, Lynne; Stokes, John; PlanningCommission
Subject: Raising FAR BR-MO

To: City Council and Planning and Community Development
Re: increase The Bel-Red Medical Office FAR

I'm an owner/residence of 4 lots at the end of 115th in the City of Bellevue Bel-Red Medical Office area zoned BR-MO. The City of Bellevue potential for this property could be highly improved by raising the RAR. This is ideal property for the aging population or medical offices so close to the Hospitals but without any action to raise the FAR this area is bound to turn into several smaller buildings or stay undeveloped. The proposed Aegis Living at 1835 116th is a needed complex for the aging of Bellevue but because of the current code was limited in size. These 6 lots once developed will affect any future developments size. If the FAR was raised earlier developers could have economically purchase more lots and incorporate them in several larger buildings adding need medical/aging square footage space in the heart of Bellevue for the aging population. July 8, 2013 the Bellevue Planning Commission recommended that FAR be raised to better match the 70-foot building height limit allowed in the Bel-Red Medical office area but no action has taken place. September 8, 2015 the City Council is prioritizing the Planning Commission staff work load and should allocated more time to address this BR-MO FAR before the potential of this property is lost to smaller building complex's or just left stagnant.

I'm an owner of property in Bellevue and care about its future please review possible changes to Bel-Red Medical office area FAR. Thanks Dave

David Peek
308 Shore Dr.
Camano Island WA 98282
Ph# 425-746-3036
email to : david.peek@rdsplans.com

From:	nareletsplayfair@aol.com
Sent:	Monday, August 03, 2015 12:35 PM
To:	PlanningCommission
Subject:	Autism, Recreation and Socialization
Attachments:	League June 15th.jpg; Phoenix Center.jpg
Follow Up Flag:	Follow up
Flag Status:	Completed

The good folk at NRPA alerted us to a park and recreation initiative in Bellevue. If there is an interest in providing for the recreational needs of the physically and cognitively challenged, including the growing number with autism syndrome in your community, this should be of interest to you. This concerns the integration and mainstreaming of the differently-able and special populations in our parks.

We at the National Association for Recreational Equality understand that providing for special populations and their families is a human rights and social justice issue.

There are two 3-minute YouTube videos and several photographs that have been sent along with this email. The first photograph is from the League for autistic adults in Rockville, MD and the second is from the Phoenix Center School for students with autism in Nutley, NJ which we ask that you review and perhaps share with your associates as you see fit.
There is nothing quite like experiencing firsthand the integration, socialization, and mainstreaming in recreation of the individuals with autism. These YouTube videos present participants from Montgomery County group homes and agencies attending the developmentally disabled and various other cognitively and physically challenged.
These 3-minute YouTube videos capture a sense of almost being there. The obvious deduction is that the desired outcome must be achieved through inclusion, not accessibility alone. In this sense, the ADA is leaning in the wrong direction because there is no point in access to exclusionary recreational facilities.
***"With spontaneous drop-in inclusion Total-Mix diversity is achieved based on Universal Design. I encourage and invite you to view these 3-minute YouTube of the individuals with autism. It proves to be an extraordinary experience."* - Dr. Reeve Brenner**
Teaching Bankshot – Oct. 24, 2014 – King Farm, Rockville, MD
www.youtube.com/watch?v=VGzc20HVR8M
Bankshot League
https://www.youtube.com/watch?v=HhyUfQYOQ0M

The National Association for Recreational Equality website
http://nareletsplayfair.com/

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
MEETING MINUTES

July 8, 2015
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT:	Vice-Chair deVadoss, and Commissioners Barksdale, Laing, Morisseau, Walter
COMMISSIONERS ABSENT:	Chair Hilhorst, Commissioner Carlson
STAFF PRESENT:	Paul Inghram, Patti Wilma, Emil King, Department of Planning and Community Development
COUNCIL LIAISON:	Councilmember Stokes
GUEST SPEAKERS:	None
RECORDING SECRETARY:	Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:33 p.m. by Vice-Chair deVadoss who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Chair Hilhorst and Commissioner Carlson, both of whom were excused.

Vice-Chair deVadoss welcomed new Commissioner Morisseau. Commissioner Morisseau said she was born in Haiti and moved to the United States when she was 17. She said she moved to the Puget Sound area eight years ago. She said she is a structural engineer, her husband works for Microsoft, and they have two daughters.

3. PUBLIC COMMENT

Mr. Andrew Miller, 111 NE Main Street, said he represents the property owner at that address. He noted that the East Main light rail station walkshed extends to the north of Main Street and will affect that area of the downtown, just as that area of the downtown will affect the station. He said FAR is a block of clay that can be molded in many different ways. A high FAR with low height limits results in short, squatty buildings; a high FAR with increased height limits can result in projects that provide more light and air. In the case of the gateway intersection at 112th Avenue and Main Street, something outstanding should be done there. To accomplish that, however, will require increased height and FAR.

4. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Laing. The motion was seconded by Commissioner Walter and it carried unanimously.

5. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS

Councilmember Stokes said he was glad to see the work of the Commission regarding downtown livability is under way. He said the study provides the opportunity for the Commission to consider code elements that have been in place for a long time without being revised. The work of the CAC, which included a great deal of input from the public, will inform the Commission's process. Building height and FAR are always contentious issues that the Commission will need to carefully consider. The Council is anticipating receiving from the Commission solid rationale for any recommendation to change the current code.

Councilmember Stokes added that the work done by the Commission relative to updating the Comprehensive Plan was very well received by the Council. The Council is very close to wrapping up that work.

6. STAFF REPORTS

Comprehensive Planning Manager Paul Inghram said the Council is on the precipice of adopting the Commission's work on the Comprehensive Plan. The Council recommended including in the Urban Design Element a policy about solar access and a sense of openness. One of the Councilmembers proposed a couple of new policies for the Utilities Element dealing with transmission lines, one aimed at avoiding the establishment of new corridors, and one focused on using existing rights-of-way. There was also a policy added about adaptation to deal with climate issues. The anticipation is that the Council will take final action on July 20.

7. DRAFT MINUTES REVIEW

A. March 25, 2015

Commissioner Laing noted a number of corrections to the draft minutes. A motion to approve the minutes as amended was made by Commissioner Laing. The motion was seconded by Commissioner Walter and it carried unanimously.

8. STUDY SESSION

A. Downtown Livability

Commissioner Laing reiterated that he represented a property owner with regard to a code amendment affecting Old Bellevue that is pending before the City Council. He noted that the code amendment has been mentioned in the packet materials, though the issue is not one that is before the Commission. He said he would recuse himself from the conversation regarding downtown parking and asked to hold that particular conversation to the end of the meeting.

Strategic Planning Manager Emil King briefly reviewed the Downtown Livability Initiative CAC recommendations addressed by the Commission on June 24. He asked the Commissioners to consider three questions in working through the remainder of the CAC's recommendations: 1) what topics or items do you see as complicated/controversial versus straightforward; 2) what further information or analysis do you need to accomplish this code update; and 3) what topics or items call for additional targeted public outreach. He briefly reviewed the schedule going

forward; noted that a second Commission/public walking tour will be slated; and said a joint workshop with the Council will be scheduled in the fall to talk about the incentive amenity system.

Mr. King reminded the Commission that the work done by the Downtown Livability Initiative CAC was focused only on the Land Use Code for the 410 acres within the downtown subarea. A methodical review of all six of the light rail stations that will be in Bellevue is under way. The station area planning effort will identify the important issues relative to each of the stations. Some elements of station area planning were, however, incorporated into other elements of the Downtown Livability Initiative CAC's work, particularly those relating to the Bellevue Downtown station that will be constructed adjacent to City Hall on the King County Metro site, and the East Main station whose walkshed extends into the downtown subarea.

The Commissioners were reminded that the typical walkshed for transit facilities is a quarter of a mile, a distance that can be covered in five minutes. Within the prime transit-oriented development walkshed, it is important to focus on land uses and how they interface with the station. However, it is also generally recognized that people will walk a half mile or more to a light rail station, so consideration is being given to the land uses within the broader area of influence. The quarter-mile walksheds for the Downtown Bellevue and East Main stations intersect in the area along Main Street between the freeway and 110th Avenue. Both stations will serve portions of the downtown.

The CAC had some good thoughts around how the Downtown Bellevue station will function relative to pedestrian/bicycle connectivity, including how it should interface with the pedestrian corridor and some land use changes that might be appropriate. The changes considered for the Downtown OLB zone clearly had a relationship to the East Main station, but there is a point of view that more could be done in and around the East Main station to the north of Main Street, an area outside the purview of the East Main CAC.

Mr. King said the CAC looked at the desired character of the Downtown Bellevue station area. The Comprehensive Plan of ten years ago included no discussion of a light rail station adjacent to City Hall. The CAC rightfully considered how the light rail station will actually change the character of City Hall, Meydenbauer Center, and the surrounding properties. They also focused on pedestrian/bicycle and transit linkages and how they interface with the light rail station. The street designations in the previous Comprehensive Plan for 110th Avenue NE, 112th Avenue NE and NE 6th Street did not contemplate a heavy pedestrian-oriented use for the site where the station will be. The CAC offered several recommendations relative to transit-oriented development that reinforce the draw for redevelopment in and around a quarter-mile of the station. Sound Transit is making a significant investment in Bellevue and it makes sense for the city to think about how that investment can be capitalized on. The CAC addressed the issues of traffic and parking management as well, but no significant code changes relative to parking were made for the station area. The CAC did, however, highlight the need for a new parking study.

The CAC had some significant recommendations relating to design guidelines. For 112th Avenue NE, the original vision was for a suburban street when the downtown zoning was established 30 years ago, including a requirement for a suburban-type setback from the street. The CAC recognized that a more urban look and feel for that location would be appropriate. Given that the East Main station will be on 112th Avenue SE, the CAC recognized the need for walkability both to the north and south of Main Street.

The CAC also made some significant recommendations about higher density, as expressed by FAR, and allowing for additional building height in the DT-OLB zone. The CAC also recommended extending the pedestrian corridor beyond 110th Avenue NE to 112th Avenue NE to better interface with the light rail station. Also highlighted by the CAC was the need for a non-motorized connection across I-405 in keeping with the boundaries of the station area walkshed.

Answering a question asked by Commissioner Barksdale, Mr. King said the front door of Bellevue Square is situated at the western end of the existing pedestrian corridor. The CAC offered five recommendations for enhancing the corridor, including better weather protection, a greener and more pleasant walking environment, the need to program the space, and the need for better lighting and wayfinding identifying the way to connect with both the transit center and the light rail station. As redevelopment occurs, the balance of the pedestrian corridor will be built out. Community Development Manager Patti Wilma added that the intersection where the pedestrian corridor crosses 106th Avenue NE will include a curbless crossing, helping pedestrians to move easily and safely across the street. Also, the walkway to the west of 108th Avenue NE on the pedestrian corridor will be widened and have new lighting installed. Once light rail construction occurs, the intersection where the pedestrian corridor crosses 110th Avenue NE is likely to become a scramble. Some of the clutter will be eliminated from the existing transit center to facilitate moving people through the area more quickly.

Vice-Chair deVadoss asked if any consideration has been given to creating pedestrian crossing tunnels. Mr. King said there have been discussions about subterranean access to the station, though those conversations occurred when the thinking was that the station would actually be in a tunnel under 110th Avenue NE. Once it was determined that the station would be aboveground, talk of tunnel connections died down.

Commissioner Morisseau asked if pedestrian bridges have been considered and she was told by Mr. King that the Council allocated up to $5 million to look at exceptional station access. A bridge up and over 110th Avenue NE was studied as an option, but the costs associated with such a structure did not appear to be in line with the time pedestrians would save by using it.

Commissioner Laing suggested that consideration should be given to using technology that would freeze the intersection when a train enters the station, allowing pedestrians to scramble in all directions. Mr. King said the direction given from the Council favored an at-grade solution. Consideration has been given to a potential pedestrian bridge connecting the City Hall block with the station and Meydenbauer Center over NE 6th Street.

Turning to the topic of building height and form, Mr. King noted that a section in the report from the CAC explained the relationship between increased height and bulk to the issue of livability. The section flowed both from the CAC's discussions and the Land Use Code audits that were done. The audits highlighted that much of what is in the code is working as intended, but they also shed light on some opportunities for improvement.

The CAC recognized that allowing for additional height and bulk can result in opportunities to create a more distinctive skyline. The height restrictions in place tend to produce a plateaued skyline from some vantage points. Height can encourage more interesting and memorable architecture, but floor plate size and urban form can also help give license to creativity. Many of the CAC's recommendations were built on the notion of allowing for more light and air between buildings, and with additional height comes the opportunity to achieve the permitted FAR in

different architectural formats, opening the door for more ground-level open space.

The CAC discussed the notion of promoting more variability in building heights. Currently many of the downtown zones have a base height and maximum height that has resulted in buildings going up to the same level. The CAC suggested there may be creative ways to average out building height in ways that will achieve more variability in height. The CAC also recognized that height and density can be used to reinforce district identity.

Increasing the allowable height and FAR could result in a "lift" relative to the incentive system. Currently the incentive system is tied to allowing taller buildings and increased FAR. The CAC also recognized the wisdom of adding density around the light rail transit investment, particularly in the DT-OLB zone.

Mr. King said the report from the CAC included principles for guiding height and form which essentially serve as criteria against which changes to the current approach should be weighed. The principles included the notion of additional height or density resulting in better urban design outcomes over the status quo; continuing to distinguish the special market niche played by the downtown core; helping to deliver additional amenities that enhance livability; addressing the impacts that may result from additional height and density; and continuing to provide appropriate transitions between the downtown and the adjacent neighborhoods while promoting better linkages.

Councilmember Stokes asked the Commission to keep in mind that Bellevue is unique in that it is a much bigger city than the population of 134,000 indicates. Bellevue serves as the urban center for the Eastside. Bellevue is projected to continue to grow as an urban center, and that fact needs to be recognized in the context of balancing the needs of Bellevue's neighborhoods.

Commissioner Morisseau asked if decisions to adjust building heights will be made in conjunction with changes to the existing building codes. She pointed out that seismic and wind criteria are affected by height. Ms. Wilma said all planning work is carried out in union with the development services department which implements the adopted International Building Code. No red flags have been raised to date by staff in that department relative to the notion of allowing additional height and bulk, primarily because the amount of height being considered is already contemplated in the International Building Code.

Commissioner Walter said she hoped the discussion going forward will include a focus on what the housing needs are projected to be in the downtown. Seattle is considering doing away with single family zoning, an approach that should not be copied by Bellevue. ~~The~~ As the designated urban center, downtown Bellevue ~~growth areas of the city~~ should be designed to accommodate the necessary amount of housing growth while protecting the bo~~a~~rdering neighborhoods and~~,~~ all of ~~which are~~ the single family neighborhoods in Bellevue.

Councilmember Stokes pointed out that at the same time the city must remember the downtown is a neighborhood as well and must be made livable. While the challenge is unique, the city is up to it.

Mr. King said 3D modeling software was used to build a model of the downtown. All existing buildings were factored in along with all buildings under construction. The model calculated what could happen on the underdeveloped sites under the current code and under what the CAC was contemplating. He shared with the Commissioners one model run showing what

redevelopment could look like in the DT-OLB zone along I-405. The model will continue to be used going forward in analyzing the recommendations of the CAC.

Under the current code, the highest densities and building heights are focused in the core area called the O-1 zone. In that zone, buildings are allowed to reach 450 feet. Office buildings are allowed an FAR of 8.0, while residential buildings have no FAR limit. Each zone surrounding the O-1 district has lower heights in line with the wedding cake approach; the lowest heights and densities are in the A and B perimeter districts surrounding the downtown.

Commissioner Walter asked why residential in the O-1 district has no limit on FAR. Ms. Wilma said the system was set up that way to encourage residential. She said there are limits on floor plate size and that is what controls residential building bulk.

Mr. King said there are two recommendations from the CAC that would have an impact on the amount of development allowed that would be different from what is currently allowed. For the DT-OLB zone the CAC recommended height of up to 350 feet and an FAR of 6.0 for the area between NE 8th Street and NE 4th Street, and height of up to 200 feet and an FAR of 5.0 between NE 4th Street and Main Street. For the MU district, the CAC recommended allowing residential buildings up to 300 feet and non-residential buildings up to 200 feet, and recommended increasing the allowed non-residential FAR to 5.0 to be on part with residential developments.

The current approach relative to the Perimeter A district allows for residential buildings up to 55 feet. The CAC recommended allowing up to 70 feet in the zone. The Council provided direction in May that any changes to the Perimeter A district would need to improve the interface from the perspective of the adjoining residential neighborhoods.

Councilmember Stokes commented that the DT-OLB district faces the freeway, not a residential neighborhood. The freeway itself has changed dramatically since the current zoning was put in place.

Commissioner Laing added that in addition to the freeway there is a fairly significant grade change and the CAC recognized that having additional height and density adjacent to the freeway makes sense. The view of the city for those passing by on the freeway is one that evokes images of about 1973 and from a gateway perspective changes are needed. He also indicated that the proposed building height of 70 feet recommended by the CAC for the Perimeter A district is driven by the fire code and the five-over-one construction style that has five floors of wood-framed construction over a concrete podium that normally accommodates structured parking. The fire code limits wood-framed construction to 70 feet, and concrete and steel buildings do not pencil out financially until about 125 feet. Allowing building height in the zone of up to 90 feet would mean nothing because no one would be able to realize it. The recommendation of the CAC is to conform the zoning to fit with what the market can deliver.

Commissioner Barksdale asked if along with building height in the Perimeter A district consideration will be given to the amount of sunlight that can reach into the downtown. Ms. Wilma said consideration will be given to tower spacing and guidelines having to do with orientation to preserve light and air resources.

Answering a question asked by Commissioner Walter, Mr. King said the Land Use Code audit was conducted on the subarea policies, and the Comprehensive Plan update package that is

currently before the Council includes no changes to the downtown subarea plan, except for the discussion about the south boundary.

After the CAC process was completed, staff took a little time to delve a little deeper on a site-by-site basis to determine what the increased height in the Perimeter A district would look like on the ground. In addition to allowing for an additional floor and increased floor-to-ceiling heights, the anticipated outcomes included better maximizing the total FAR potential, enhanced opportunities for street-level activation, improved modulation and building massing proportions, and the potential to add lift to the incentive system for additional public amenities.

The DT-OLB fronts the freeway but also extends to the corner of 112th Avenue NE and NE 12th Street and includes the stormwater detention facility to the south of NE 10th Street. The zone is largely built out but there is some redevelopment potential in the area between NE 8th Street and Main Street. The general philosophy of the CAC was to take the height and FAR development regulations that apply to the area on the hillside to the west of 112th Avenue NE and push them to include the east side of 112th Avenue NE adjacent to the freeway.

Commissioner Barksdale asked if the additional traffic that would result from allowing more height and bulk adjacent to the freeway will result in creating a barrier to getting into and out of the downtown area. Mr. King said some sensitivity testing is being done using the 2030 traffic model. The modeling will look at the impacts under the current zoning and under the proposed zoning to determine the delta.

Mr. King said the anticipated outcomes with regard to the recommendations for the DT-OLB zone include the potential to add density around the investments in light rail, maintaining visibility permeability and protect the view corridors to Mt. Rainier, the opportunity to create a more distinctive skyline, and the potential to add lift to the incentive system for additional public amenities.

The Deep B district is the area to the north of NE 8th Street and south of NE 12th Street and to the east of 100th Avenue NE. Ms. Wilma said it is close to single family in the Northtowne and Vuecrest neighborhoods. The lack of development occurring in that area is what led the CAC to address it. The area is lower in elevation than Vuecrest and has more of a small town feel in the way it serves as a neighborhood shopping and service area.

Mr. King said the area has seen very little development activity over the last three development cycles. Aside from the Avalon building on the corner of NE 10th Street and Bellevue Way, there has been no significant development take place. Under the current code, the maximum residential height allowed is 90 feet and the maximum FAR is 5.0. The owners of properties in the Deep B district expressed to the CAC a desire to look at something a little new as far as regulating height in the downtown is concerned. They idea they pitched was to look allowing for variable heights between 160 feet and 240 feet for residential with an average of 200 feet, all without an increase in FAR. The approach would not allow a single parcel to achieve 240 feet; a multiple tower site would be required in order to average their respective heights. The anticipated outcomes included increased opportunities for ground-level open space, variable building heights and opportunities for alleys with addresses, the potential for increased tower spacing to improve light and air, the opportunity to create a more distinctive skyline, and the potential to add lift to the incentive system.

~~Answering a question asked by~~ Commissioner Barksdale asked whether the social impacts are

being considered as part of the discussion about design and taller buildings (e.g. ground-level open space for public use).~~,~~ Mr. King noted there are a couple of examples described in the anticipated outcomes. One example being ~~said the term~~ "alleys with addresses" which originally came up in the 2004 planning effort that updated the downtown subarea plan. Some alleys in the downtown act primarily as driveways that break up the superblocks, but several businesses actually open on to them. He added that the notion of open space is predicated on the spaces being open to the public but allowed that could be made more clear.

Mr. King said the current code for the MU district allows residential buildings up to 200 feet with an FAR of 5.0, and allows office buildings up to 100 feet with an FAR of 3.0. There are many examples of 200-foot buildings along NE 10th Street. The CAC recommended retaining the maximum 5.0 FAR for residential while allowing an additional 100 feet of building height, and to increase office height up to 200 feet with a maximum FAR of 5.0. While residential would be allowed to go higher, the total square footage for both types of uses would be the same. The anticipated outcomes include increased opportunity for ground-level open space, consolidating building massing for fewer towers, the potential for increased tower spacing to improve light and air reaching the ground level, and the potential to add lift to the incentive system.

Vice-Chair deVadoss acknowledged the volume of detail to think through relative to building height and bulk. He suggested the Commission will need time to digest it. He recommended moving on to the issue of parking and come back to the height and bulk issue at a future meeting.

Commissioner Laing recused himself and left the room.

Ms. Wilma said parking was discussed by the CAC on numerous occasions. In recognition of the various complexities the issue presents, the CAC ultimately decided to recommend a comprehensive downtown parking study. Since 1986 the city has conducted 17 parking studies and surveys, each with a unique focus. The fact is, however, that technology, need and transit have all changed. Staff will be going before the Council in early August to talk about the work plan for both the Planning and Community Development and the Department of Development Services, and part of the discussion will include the notion of including another parking study. A comprehensive study will be costly and could take up to two years to complete. The direction given by the Council will determine what approach to take relative to the gambit of parking options, technologies, demand and management.

Ms. Wilma said the one thing that has moved quickly through the process is the parking amendment for Old Bellevue. In late May staff was given direction from the Council to move ahead with a targeted code amendment to clarify an exemption in the code for restaurants and retail businesses that has resulted in confusion and misapplication because of the terminology used. A public hearing was held on the code amendment on July 6 which covered two options, one identifying 1998 as the sunset year for the exemption, and one accommodating some nonconforming uses by identifying 2006 as the sunset year. The issue will be before the Council in August.

There are some elements of the parking issue that are not overly controversial, including valet parking and Car To Go shared car usage. There is technology available that allows persons to individually rent their parking space for the day. Those are things that could happen immediately.

Councilmember Stokes clarified that what the Council is seeking is an approach that will bring everyone into compliance with the code without triggering adverse impacts on specific building owners.

Ms. Wilma added that the exemption has resulted in a shortfall of about 24 parking stalls. The city has added, however, 25 on-street parking stalls in the meantime. Even so, it still feels like there is an insufficient supply of parking in Old Bellevue.

Commissioner Walter noted that in the Comprehensive Plan update Policy TR-~~12~~ 11 was eliminated. She said the comments about parking related to being development friendly were confusing; she said she could not imagine developers not wanting to come to Bellevue. ~~The~~ She also commented that she disagreed with the premise ~~about~~ that the amount of parking affects~~ing~~ drive-alone behavior ~~is not true~~; she believes people do not drive based on whether or not there will be parking available, they drive because they need their cars. Currently there are few viable alternatives to driving alone and the number of parking spaces is unlikely to impact traffic.

Ms. Wilma said there are other topics that were highlighted by various stakeholders that did not get addressed in great detail by the CAC. The list includes issues related to garbage collection and the location of dumpsters; the desire to allow food trucks to operate in the downtown without crowding the streets and obstruct sidewalks; mechanical equipment that vents directly onto the sidewalk; vacant sites and buildings; and permitted uses. With regard to the latter, Ms. Wilma noted that there are more pets per household in the Northwest than there are children, but Bellevue code does not permit doggy daycare uses in the downtown. For each topic there may be quick fixes that could be made to accommodate downtown workers and residents.

Councilmember Stokes said the Bellevue Downtown Association offers tours of different cities. He said he participated in the tours of Denver, Austin and Pasadena and came away with the realization that a real difference in livability can be made in deciding how the sidewalks are to be treated. Downtown Bellevue is a destination place, but everything that can be done should be done to ensure it is safe, comfortable and inviting. Some of the things Kirkland and Redmond have done recently to create more walkable spaces may be applicable to Bellevue.

9. PUBLIC COMMENT

Ms. Kathy Riley, a resident of Bellevue Towers, said downtown Bellevue is a vibrant environment and that is the very reason she chose to move to the downtown. She stressed the need to consider preserving major view corridors in the downtown as growth continues to occur. Views are an important part of downtown livability.

10. NEXT PLANNING COMMISSION MEETING

A. July 22, 2015

Mr. Inghram briefly reviewed upcoming agenda items and meeting dates.

11. ADJOURN

A motion to adjourn was made by Commissioner Walter. The motion was seconded by Commissioner Barksdale and it carried unanimously.

Vice-Chair deVadoss adjourned the meeting at 8:49 p.m.

_____ _____

Michael Kattermann Date
Staff to the Planning Commission

_____ _____

Michelle Hilhorst Date
Chair of the Planning Commission

* Approved as corrected, September 9, 2015

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
STUDY SESSION MINUTES

July 22, 2015 | Bellevue City Hall
6:30 p.m. | City Council Conference Room 1E-113

COMMISSIONERS PRESENT:	Chair Hilhorst, Commissioners Carlson, Barksdale, Laing, Morisseau, Walter
COMMISSIONERS ABSENT:	Commissioner deVadoss
STAFF PRESENT:	Paul Inghram, Patti Wilma, Erika Rhett, Department of Planning and Community Development; Kevin McDonald, Department of Transportation
COUNCIL LIAISON:	Not Present
GUEST SPEAKERS:	None
RECORDING SECRETARY:	Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:30 p.m. by Chair Hilhorst who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Carlson, who arrived at 6:34 p.m., and Commissioner deVadoss who was excused.

3. PUBLIC COMMENT

Ms. Sue Martin, 500 106th Avenue NE, spoke representing the Bellevue Towers Livability Committee and provided the Commission with the results of a February 2015 survey regarding livability priorities of downtown Bellevue residents. Creation of the survey included research regarding global community livability criteria. In order of importance, the criteria highlighted by the residents were transportation, parking, amenities, pedestrian congestion and safety, public spaces, and design outcomes. Not surprisingly, transportation and parking issues accounted for 64 percent of what matters to residents; least important was design. Specific to transportation, the survey found that residents want low to moderate congestion levels, being able to walk to most destinations, access for emergency vehicles, minimum pressure on city arterials from freeway congestion, and safety at garage exits and cross streets. With regard to parking issues, the residents favored accessible parking facilities, affordable vehicle parking, convenient vehicle parking, short-term parking for maintenance and delivery vehicles, and adequate retail parking. The survey respondents indicated that in five years the issues that will have degraded include pedestrian safety, access for emergency vehicles, traffic and congestion, sidewalk and pedestrian congestion, pollution, and building density. The respondents also suggested that positive impacts could result in the next five years by bringing online a free circular shuttle connecting all of the downtown, connecting the transit center to Bellevue Square via a tramway, shuttles to transit centers, and protected bicycle lanes. The respondents gave Bellevue high marks on most livability criteria, but they also expect things to be worse in five years. They are more concerned

about transportation, safety and parking than public spaces and design outcomes. The list of recommendations included ensuring that all planning decisions are tied directly to resident livability priorities for transportation, parking and safety; ensuring all city guidelines for transportation improvements reflect the same priorities; and conducting an expanded survey to include all of downtown Bellevue and other Bellevue residents.

Commissioner Walter asked if having less parking available would lead to better transportation outcomes. Mr. Jordan Louviere, who indicated he invented much of the technology used in the survey, said removing parking spaces would improve the flow of traffic, but that in turn would encourage traffic. Removing parking spaces would only be a short-term solution.

Answering a question asked by Commissioner Walter about parking, Ms. Martin said Bellevue Towers is a green building and noted that in order to attain that status, it was necessary to reduce the overall number of parking stalls. The result is that the parking spaces are maxed out.

Commissioner Barksdale asked what the survey sample size was and Mr. Louviere said 196 of the 630 owners in Bellevue Towers responded, which is a remarkably high participation rate.

Commissioner Carlson asked Mr. Louviere if he believed the survey of Bellevue Towers residents is reflective of downtown Bellevue residents in general. Mr. Louviere said he would not be able to say that, though people in some other buildings have indicated they agree with the findings.

Commissioner Laing asked if it would be possible to simply make the survey available to other building managers in the downtown. Mr. Louviere said that has been discussed.

4. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Laing. The motion was seconded by Commissioner Carlson and the motion carried unanimously.

5. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS – None

6. STAFF REPORTS

Comprehensive Planning Manager Paul Inghram reported that the City Council is scheduled to act on the Comprehensive Plan on August 3.

7. DRAFT MINUTES REVIEW

A. June 24, 2015

A motion to approve the minutes as submitted was made by Commissioner Laing. The motion was seconded by Commissioner Walter and the motion carried without dissent; Commissioner Morisseau abstained from voting.

B. July 8, 2015

Commissioner Walter called attention to page 46 and the comments made by Strategic Planning Manager Emil King about the areas directly surrounding the downtown. She noted that she had stressed the importance of looking beyond just the perimeter neighborhoods to all neighborhoods

of Bellevue and how they would be impacted by the downtown, and said that comment was not adequately portrayed in the minutes.

Commissioner Walter also referred to the second paragraph on page 50 and noted her reference to Policy TR-12 should in fact have been to Policy TR-11 and said she had disagreed with the premise that there would be fewer cars if there were fewer parking spaces in facilities.

There was agreement to work on corrections to the minutes before approving them.

8. STUDY SESSION

A. Downtown Transportation Plan

Senior Planner Kevin McDonald explained that the Downtown Transportation Plan recommendations were formulated by the Transportation Commission. He noted that certain items in the recommendations have Land Use Code implications that will fall to the Planning Commission to address. The Transportation Commission focused on downtown mobility for all modes of travel, including driving, walking, biking and transit and their recommendation was transmitted to the Council on October 2, 2013, following which the Council gave direction to begin implementation of the Downtown Transportation Plan. To that end the Transportation Commission has been looking at roadway projects that add vehicle capacity to serve the downtown, though most of the projects are not actually within the confines of the downtown. The recommendations include a number of bicycle facility types for the downtown and the roadways upon which those facilities would be developed to provide connections within the downtown and to and from the neighborhoods and regional trails.

Commissioner Laing left the meeting at 6:56 p.m.

Continuing, Mr. McDonald said pedestrian mobility elements were identified by the Transportation Commission, including how to treat intersections where pedestrians and vehicles interact; the Transportation Commission wanted to ensure the respectful treatment of pedestrians by the design of intersections. A series of intersection types was developed ranging from the typical design with white lines eight feet apart, to an enhanced design with wider crosswalk bars and possibly utilizing special pavement treatments and wayfinding components, to exceptional intersections along the pedestrian corridor and in Old Bellevue utilizing every tool to create a welcoming environment for pedestrians crossing the street.

Commissioner Morisseau asked what criteria will be utilized to determine where typical intersection designs should be used and where exceptional intersection designs should be employed. Mr. McDonald said the exceptional intersections are determined by location along the pedestrian corridor and Old Bellevue. The toggle between a standard intersection and an enhanced intersection largely has to do with the existing or anticipated pedestrian volumes, the existing or anticipated speed of traffic, and urban design or livability considerations.

Mr. McDonald said midblock crossings are important in downtown Bellevue given the superblock layout. The Transportation Commission recommended utilizing a variety of treatments to create midblock crossings that are comfortable and secure, including at-grade and above-grade options. Currently the Land Use Code allows for pedestrian bridges at certain locations on Bellevue Way, NE 8th Street, and NE 4th Street. The Transportation Commission recommended allowing them further to the east on NE 4th Street, NE 8th Street and on NE 6th Street between the downtown light rail station and Meydenbauer Center.

As the Transportation Commission discussed the downtown transportation issues, it encountered issues that are not necessarily within its purview, particularly issues related to the Land Use Code which is in the purview of the Planning Commission. Those are the items the Transportation Commission has referred to the Planning Commission to consider as the work on the Downtown Livability Initiative progresses toward updating the Land Use Code. Sidewalk width is one of those issues. Based on the anticipation of pedestrian volumes and the provisions for art, café seating, great infrastructure facilities and the like, the Transportation Commission recommended widening the basic sidewalk widths along NE 6th Street and Bellevue Way, and giving consideration to substituting continuous landscape strips for street trees in grates as a means of providing a better buffer between pedestrians and vehicles, to provide a better environment for the growth of trees, and to improve stormwater infiltration.

Commissioner Carlson asked if any of the suggested changes would come at the expense of shrinking vehicle lane capacity. Mr. McDonald said the short answer is no. The curb-to-curb space would remain the same, and the sidewalk width increase and landscaping would occur behind the curb. While that might encroach on the development of land, there would be no penalty to the development potential. Additionally, the suggested changes would not come at the expense of parking or bicycle lanes.

Commissioner Walter said it appeared to her that once the depicted system is all built out, the only place left for bicycle lanes will be in the current vehicle traffic lanes. Mr. McDonald explained that certain roadways are earmarked for having shared roadway facilities. There are some strategic locations where dedicated bicycle facilities have been determined to be very important; they are primarily on the perimeters of the downtown.

Mr. McDonald explained that the development review process is the mechanism used for getting sidewalks developed in the downtown. The developer of an underdeveloped parcel coming in for a tower project would be informed that there is a requirement for a16-foot sidewalk, and would have to set the building back far enough from the curb to accommodate it. The overall development potential of the site would remain unaffected.

Through-block connections, the off-street pathways that go between buildings, often connecting plazas, need to be better advertised. While working on the downtown transportation issues, the Transportation Commission heard often from the public that the through-block connections that exist are largely unknown. The recommendation calls for more prominent access signage or pavement types to make it clear the connections are for use by the public, and for making sure they are ADA accessible.

The Transportation Commission also talked about the pedestrian corridor, the major pedestrian spine running through the center of the downtown. They noted that the corridor does not provide universal accessibility for those with mobility impairments, and the paving and wayfinding leaves much to be desired on some portions of the corridor. The Transportation Commission did not provide any specific recommendations; the suggestion was made to consider those issues in updating the designs for the pedestrian corridor.

The public raised the topic of curbside uses, such as getting parcels to and from buildings and businesses, and the lack of taxi stands. The issue of curbside uses falls under the Land Use Code, so the Transportation Commission referred the issue to the Planning Commission.

Commissioner Morisseau asked if adding curbside uses would impact existing parking. Mr. McDonald said they would not given that such uses would come into play with new development without taking away existing parking or existing travel lanes.

Mr. McDonald said Bellevue does a good job of providing bicycle parking on the street. Providing for bicycle facilities such as lockers and showers falls to developers in the context of their individual projects.

Typically in Bellevue transit riders wait for buses either on the sidewalk or in shelters located on the sidewalks. The Transportation Commission observed that transit shelters clutter the sidewalks and often serve as attractive nuisances and recommended that new development incorporate components of a bus stop within their building frontage, including seating, lighting and transit wayfinding.

B. Downtown Livability

Community Development Manager Patti Wilma informed the Commissioners that in the 1920s there was a ferry crossing Lake Washington between Meydenbauer Bay and Leschi. The Meydenbauer Marina still exists and the new park will be a great amenity once it comes to fruition. The city incorporated in 1953, and the first subarea plan was adopted in 1973. The Land Use Code was developed in 1981 and continued to evolve in the mid-1980s with design guidelines and the establishment of the perimeter design districts. The first Downtown Implementation Plan adopted in 1990 focused on transportation improvement projects. A short time later a task force was appointed by the Council to look at major points of disagreement resulting from development of the downtown with high-rise structures. The group reached no consensus but the Council took what came out of the process and modified some elements of the code, primarily those dealing with the perimeter design districts and the downtown core. In 1992 King County policies recognized downtown Bellevue as an urban center. The Downtown Implementation Plan adopted in 2004 resulted in the subarea plan currently on the books. The Downtown Livability Initiative Citizen Advisory Committee (CAC) was appointed by the Council in 2012 and the current consideration being given to amendments is based on the recommendations from that group.

Mr. Inghram explained that there is both a county and regional process for designating centers. Bellevue was designated on the county level in 1992, then in 1995 on the regional level, putting downtown Bellevue as one of a number of metropolitan centers across the region that are intended to attract both jobs and housing. Centers are also considered as a priority for regional funding for transportation projects.

Commissioner Carlson asked when the wedding cake approach to downtown zoning was adopted. Ms. Wilma said that was incorporated into the original perimeter design districts in the mid-1980s.

Commissioner Morisseau asked if the Land Use Code has ever been amended. Ms. Wilma allowed that it has been amended several times over the years in small ways, but not significantly.

Ms. Wilma said Bellevue's first skyscraper was constructed in the 1960s. It was seven stories tall and was located at NE 4th Street and 108th Avenue NE and housed PACCAR. In the early 1980s Bellevue Square was enclosed which began to establish the vision for a shopping street, a commerce street and an entertainment or events street that is outlined in the Comprehensive Plan. Bellevue Place was built in the early 1980s as well and the development of high-rise structures has continued since then. Downtown Park began to take shape in the 1990s. Meydenbauer Center and the Galleria both opened in the 1990s. In the 2000s construction of both the Expedia and Lincoln Square buildings was mothballed due to the economy and for some

the sidewalks in front of those projects were not usable. The latter part of the 2000s saw a great deal of development, including the completion of the Expedia and Lincoln Square buildings along with the Bellevue Art Museum. Bellevue Towers and Lincoln square both built to the maximum height of 450 feet.

Ms. Wilma shared with the Commissioners the land use plan for downtown Bellevue in the 1970s, noting the presence of single family around the edges and business commercial in the middle. The first generation of the perimeter design districts was simply a transition area. Between 1985 and 2004 the land use vision changed very little.

With regard to zoning, Ms. Wilma said the O1 district in the middle of the downtown had a nonresidential height limit of 300 feet, while residential uses had no height limit at all. The O2 district had and continues to have a height limit of 250 feet. The zones radiating outwards from the center of the downtown have lower and lower height limits. Old Bellevue had a height limit of 200 feet but the residents worked with the city to establish a height limit of 55 feet around the edges, 90 feet inside that, and then 200 feet toward the center of the town. At one time there was no height limit at all in the downtown core, then a 450-foot height limit was imposed. The height limit in the O2 district was at one time 300 feet; that same height is again being considered for that district.

Turning to the issue of building height and form, Ms. Wilma briefly compared what the code currently allows to the recommendations of the CAC. She noted that the CAC had recommended up to 300 feet in the O2 district with no increase in the FAR, an approach that would result in more space between towers and/or additional open space at the ground level. The recommendation for the O1 district was to study up to 600 feet, but the CAC did not delve into what the FAR should be; currently the FAR is unlimited for residential and staff are recommending imposing a limit.

Ms. Wilma noted that 12 early wins had been identified for consideration and rated relative to the likelihood of being used in the short term. Should the Commission conclude the best approach would be to split the code amendment process into two sections, first to address the early wins and second to address the more complex issues, approval from the Council would be needed.

Commissioner Walter called attention to equalizing the FAR for residential and commercial in the MU district and noted that on page 58 of the CAC's report it says the equalized height of 300 feet is based on area 2A action. She said in order to offer an opinion relative to equalizing the FAR, it would first be necessary to know what will happen with regard to 2A. If action is not taken on 2A, everything would be 200 feet, something citizen groups have said would not result in a memorable skyline. Ms. Wilma agreed that some of the CAC's recommendations were predicated on high-level thinking. As the more detailed work moves forward, the validity of the various recommendations relative to achieving the vision will be made clear.

Commissioner Walter said her preference was for taller narrower buildings from a light and air stance but said she assumed it would be more cost-effective to construct the shorter fatter buildings. Ms. Wilma allowed that shorter fatter buildings are less expensive to construct but rents in shorter buildings are less than in taller buildings that have better views.

Mr. Inghram commented that the risk involved in focusing first on early wins is the potential of slowing down or delaying the rest of the work. If, however, there is agreement that some of the early wins could affect development that could occur in the next few years, there may be value in focusing on them first.

Commissioner Barksdale asked if the individual early wins listed in the matrix are related to each other in any way. Ms. Wilma said the second through fifth issues are dependent on significant staff time as well as the amenity system and how it plays it relative to economic value.

Ms. Wilma explained in answer to a question from Chair Hilhorst that a parking code amendment for Old Bellevue is in process. The Council is processing the amendment and will be taking action on it on August 3. The focus is on clarifying some language in the Land Use Code that has been applied inconsistently over time.

The range of permitted uses issue is a housekeeping item staff is eager to address. It will involve reviewing a long list of uses that downtown business and building owners have asked about over time. Items seven to twelve are manageable and will need about three months to address.

Commissioner Morisseau asked how many vacant sites and buildings there are in the downtown area. Ms. Wilma said there are many underdeveloped sites, and in fact about half of the downtown area is yet to be developed to its full potential. The possibility of work being started and stopped exists, and in fact there are a number of sites under construction that could shut down for one reason or another, just as has happened in the past, leaving an ugly site with construction fencing around it. The code needs to be revised with regard to how such sites should be treated. Chair Hilhorst said she would like to see that issue added to the list of issues to be addressed early on. Commissioner Carlson concurred.

Commissioner Barksdale asked about the mechanical equipment and solid waste issue and was told by Ms. Wilma that it has to do with the placement and screening of solid waste receptacles, and the placement of mechanical equipment to avoid having vents blowing air out onto the sidewalks.

Commissioner Walter voiced support for addressing items 7 through 12.

Commissioner Morisseau said she would need more information before being able to say with any degree of certainty which issues should be addressed up front. She asked about the issue of sidewalk café and location/intrusion into the required walkway and said she saw safety issues associated with it in terms of ADA compliance. Ms. Wilma said ADA has a minimum clearance of 48 inches on a public way sidewalk and the city has a standard policy calling for sidewalks six feet wide. Sidewalk cafés and other private uses on sidewalks often insinuate themselves into the circulation path. Having some clear and predictable criteria would be helpful to rely on when enforcement issues arise.

Answering a question asked by Commissioner Barksdale about the downtown parking study, Ms. Wilma said the Council has asked staff to submit a proposal for what the study should entail. That information is currently being collected and a rough study scope will be before the Council for consideration on August 3. The study likely will take a year or more.

There was consensus to draft the early wins list with items 5, 7, 8, 9, 10, 11 and 12.

Commissioner Barksdale proposed seeking citizen input with regard to the list and how it should be prioritized.

C. Eastgate Land Use Code

Senior Planner Erika Rhett reminded the Commissioners that the visioning and policy

development portion of the Eastgate/I-90 work has been completed and the focus is on the concepts needed to inform the amendments to the code.

Ms. Rhett pointed out on a map the area zoned Light Industrial (LI) in Richards Valley and noted it is the largest concentration of LI left in the city. She said Eastgate/I-90 CAC identified Richards Valley as appropriate for research and development uses and for accommodating flex-tech style development. Flex-tech development refers to a type of building form needed to accommodate some of the more advanced manufacturing processes.

In 2014 as part of the Comprehensive Plan update the city conducted an industrial lands analysis that concluded the Richards Valley area LI could be used to support tech uses, advanced manufacturing, and artisanal manufacturing. The analysis also highlighted the local need for LI lands that serve uses that require a lot of outdoor storage, such as landscaping materials, and uses that have minor external impacts.

The city's economic development plan identifies the Eastgate area as an affordable alternative to the downtown in terms of employment. It also noted the area is poised for collaboration and linkage with Bellevue College, and identifies specific industry clusters appropriate for Eastgate, including tech startups, aerospace and retail uses.

Ms. Rhett identified the need to discuss how uses in the LI zone need to be modified in order to support the priorities identified for the corridor. For instance, research and development is already allowed in the Richards Valley area, but it is restricted to multiuse buildings. For something like an advanced manufacturing operation where research and development is part of an overall operation, there would be no barrier. But a pure research and development is not currently allowed as a standalone use. Removing the restriction for research and development should be discussed.

Asked by Commissioner Barksdale why the current restriction exists, Ms. Rhett said one possible reason is the need to distinguish between industrial land by excluding office uses. Some research and development occurs in offices; allowing the use in a multiuse building only narrows the field to those that are part of a manufacturing or industrial context. The question is whether or not the restriction should be kept in light of the fact that by doing away with it office development could occur in the Richards Valley that might not otherwise happen.

Commissioner Morisseau asked if there has been any study done showing there is a need for standalone research and development. Ms. Rhett said there is no specific study in hand, but there is a strong preference from the Eastgate/I-90 CAC. There are, however, potential industry clusters in biotech and scientific and technical services and those uses could be encouraged by opening up the restriction. Of course, those uses could also be accommodated in other zones and part of the question is whether or not the city's industrial lands should be preserved for light industrial uses.

Chair Hilhorst noted for the benefit of the new Commissioners that over the last few years there have been concerns voiced about the fact that Bellevue's light industrial footprint is being reduced. The question is where uses that only fit in the LI zone will in the future go if all the LI land is given over to other uses, and whether doing away with the restriction will preclude future businesses from locating in Bellevue.

Ms. Rhett confirmed that research and development operating primarily as an office use is allowed to locate in other zones.

Chair Hilhorst said the real question is how to get the most out of the land without completely eradicating light industrial. Research and development is clearly a use that is valuable to the city, particularly near Bellevue College, but there are other places where it can be sited.

Commissioner Carlson asked what the recommendation of the CAC was and Ms. Rhett explained that it was to support research and development. The CAC did not give specific direction to remove the requirement that the use must be in a multiuse building in the LI zone. The CAC's vision for the corridor as a whole was to create multiple connections between the employers that are there, smaller businesses that support them with small manufacturing or research and development, and Bellevue College.

Ms. Rhett said another question to be addresses is focused on whether or not non-industrial uses should be limited in the LI zone to keep land available for future industrial needs. Richards Valley is currently home to a variety of uses, including a school, a daycare, auto body shops, small manufacturing, a badminton club and gymnastics, as well as a shooting range, a post office, a marijuana producer and building contractors. Because the land is relatively inexpensive, the area is a magnet for uses that need space but do not have a lot of money to spend. Any narrowing of the allowed uses could see some existing uses become nonconforming. There are ways to limit non-industrial uses beyond simply not allowing them. Already some retail uses are limited as to size. Specific uses could be required to have conditional use permits, and others could be required to operate as part of another use.

Chair Hilhorst cautioned against setting up too many restrictions on uses. In working to find tenants for the vacant grocery store space in the Newport Hills Shopping Center, a business that teaches fencing expressed interest in locating there, but restrictions built into the code would have limited the number of square feet they could occupy and the result was a use that would have been a good fit with the neighborhood located somewhere else. Mr. Inghram said trade-offs of that sort will need to be discussed. Adding research and development uses would be in line with the recommendation of the CAC, but to get there may require placing restrictions on certain other kinds of uses.

Commissioner Carlson asked what the current vacancy rate is. Ms. Rhett said it has changed recently as space has been grabbed up for marijuana production. The rate previously stood at between 17 and 22 percent and historically has tracked five to ten percent higher than the downtown.

Commissioner Barksdale asked what impacts might be associated with LI uses. Ms. Rhett said some LI uses have external impacts ranging from odors to noise and traffic concerns.

Commissioner Carlson commented that the fact that the CAC reviewed the issues in detail and advised expanding the parameters to include research and development, and the fact that there is apparently room to accommodate such businesses, leads in the direction of including research and development in the list of allowed uses without restricting anything else.

Answering a question asked by Commissioner Barksdale about policy alternatives, Mr. Inghram said the packet outlines them. The motivations for making changes include the LI study and the Eastgate/I-90 CAC report. He said staff could bring to the Commission the actual code language showing which uses are permitted in LI and which uses are not, but the policy choice as outlined in the CAC report is whether or not to encourage and support the research and development and flex tech uses, and whether or not non-industrial uses should be restricted.

Chair Hilhorst reiterated her support for allowing more rather than imposing restrictions that

could close doors to future unknown uses. Mr. Inghram said there is the potential of limiting some things to a degree without fully disallowing them. One approach would be to utilize the conditional use permit option, a process geared toward making sure uses fit within the context of other uses.

Commissioner Walter said she favored allowing research and development but not opening the door to converting light industrial space to office space. Change is occurring very rapidly, such as marijuana production which is only allowed in LI. She said she had heard many King County transfer stations are set to be closed, but not the Bellevue station, which will likely see increased usage. Bellevue College is expanding, and the Humane Society is looking to expand as well. All of that will impact the LI land in Richards Valley.

With regard to the topic of transit-oriented development, Ms. Rhett said a new zone is needed to respond specifically to the vision for the area. The CAC identified an area of the Eastgate/I-90 corridor as appropriate for transit-oriented development. The area is highlighted as having the highest intensity of mixed uses, an integrated transportation system, a pedestrian-oriented street running through the middle, and a connection with Bellevue College via a hill climb, all with an emphasis on creating a master plan for the area.

Part of Bellevue's success as a whole is predicated on providing diverse and attractive built environments at different levels of intensity, and the CAC's recommendation for the Eastgate/I-90 corridor fits into that model. In looking at the transit-oriented development area, comparisons were made to the downtown multiuse zone and the office/residential and residential/commercial zones in the BelRed corridor. The comparable zones in the BelRed corridor do not allow manufacturing uses, and the downtown multiuse zone has only a small amount of manufacturing. Craft manufacturing, however, which includes food/beverage and artisanal handcrafted items, could be both economically viable and a good fit. The CAC favored having a brew pub located in the transit-oriented development area given the location close to Bellevue College. However, a use that simply manufactures and bottles product would be more appropriately located in the Richards Valley.

Chair Hilhorst asked if it would be possible to get some data regarding businesses surrounding Washington State University and other two- and four-year colleges. She said in creating an urban village, it will be prudent to create things people can walk to instead of having to drive. Mr. Inghram said staff could look at other college areas to see what they offer, though he noted there likely is a wide range between educational facilities in small towns versus large towns.

Ms. Rhett pointed out that the analysis contained in the Commission packet is clear about allowing retail and service uses that serve the college students and staff. Also important will be the provision of different types of housing. In general, recreational uses should be allowed in the transit-oriented development zone, but the question is at what scale and intensity. The transit-oriented development area is limited in size and while a major sports arena may be a drawing card, it may not be appropriate for the area. Outdoor recreational uses typically require lots of space, and Bellevue College already has such facilities, so those uses may not be appropriate. Indoor recreational spaces could be accommodated in a more compact manner. The likelihood of seeing an aquarium or botanical garden developed in the area is limited. Conditional use is a technique that could be used to limit some uses; a size restriction would be another approach, as would making certain uses subordinate to a permitted use.

Mr. Inghram asked the Commissioners to identify any of the uses listed in Attachment B they would like to see allowed in the transit-oriented development area.

Commissioner Barksdale asked if the CAC had considered the Eastgate corridor as a tourist destination. Chair Hilhorst said she believed that the downtown and BelRed areas will have the strongest pull for tourists. While tourism is not off the table, it was not a focus highlighted by the CAC. Mr. Inghram added that Eastgate is an area people pass through when coming to the area, and for many of them their impression of the city will be drawn by what they see when driving by on I-90. That is the reason the CAC held up the notion of Eastgate as a gateway.

Commissioner Walter commented that because the Mountains to Sound Greenway passes through the corridor, it would be a good thing to have stops for bicyclists to gather in. Ms. Rhett agreed and added that in addition to those just biking through on the trail, there will be people working in or living adjacent to the corridor who would benefit from having things of interest to them. With regard to tech and startup companies, cycling facilities and shops are high on the list of important amenities. The Mountains to Sound Greenway trail will benefit from the planned bridge across the freeway at 142nd Avenue SE connecting with the transit-oriented development area and Bellevue College.

Ms. Rhett said the CAC's vision for the corridor included seeing some 800 residential units developed in the corridor, with the majority of them in the transit-oriented development area. Bellevue College has stated the importance of building a stock of housing both on and off the campus. The downtown and BelRed corridor both allow for a full range of housing types ranging from multifamily to senior housing. The only real difference between those areas and the Eastgate/I-90 corridor is the issue of group quarters and rooming houses. Rooming houses are non-owner occupied dwellings subject to multiple leases in which rooms are offered for rent or lease on an individual room basis. Group quarters are not specifically defined in Bellevue's Land Use Code but are generally defined as places managed by an organization in which people live or stay and in which the residents are provided with housing and/or services ranging from medical care to other types of assistance. In practical terms, such a facility in the Eastgate/I-90 corridor would be a dormitory providing housing and services.

Commissioner Walter offered the opinion that the majority of college housing should be provided on the campus. Rooming houses cannot legally be limited to college students only.

Ms. Rhett said a walking tour of the area could be arranged for a date in September. In subsequent meetings the Commission will be focused on land uses for the rest of the corridor, design and form, design guidelines, FAR limits and alternatives for the public benefit system. There will also be a concerted public outreach process once the concepts are more defined.

9. PUBLIC COMMENT - None

10. NEXT PLANNING COMMISSION MEETING

A. September 9, 2015

Mr. Inghram noted that the first meeting after the August break will be held at Bellevue College to facilitate the walking tour of the Eastgate/I-90 area prior to the meeting.

There was agreement to start the walking tour at 5:15 p.m.

Mr. Inghram said he would check with the Commissioners, staff and Councilmember Stokes to determine their availability before scheduling the Commission's annual retreat. He added that November 9 has tentatively been highlighted for a joint City Council/Commission meeting to discuss incentive zoning.

11. ADJOURN

A motion to adjourn the meeting was made by Commissioner Walter. The motion was seconded by Commissioner Barksdale and the motion carried unanimously.

Chair Hilhorst adjourned the meeting at 9:30 p.m.