

EAST BELLEVUE COMMUNITY COUNCIL

Packet Materials for
REGULAR MEETING

November 7, 2017



Welcome to Your East Bellevue Community Council Meeting

Community Council meetings offer you the chance to express your opinions to your elected officials. Community Council members welcome your participation and hope that the following information is helpful:

Oral Communications

Public participation is encouraged by the Community Council. On each agenda, Item 4 and 13 are set aside to allow you to speak on any subject you wish, except those subjects listed for public hearing. You must sign up in order to be recognized by the Chair. When you are called upon, stand up, give your name and address for the record, and state your views. Please speak loudly and clearly if you are in the back of the room so that your remarks will be audible on the recorder. If many people wish to speak, the Chair may decide to limit the amount of time allowed for each individual's comments in the interests of conducting the meeting in a reasonable and practical fashion. The Community Council will not respond to comments directly, but will take matters under advisement and will ask for staff to prepare a response when necessary.

Courtesy Public Hearing

A courtesy public hearing on a particular project gives the citizen, the applicant, and Community Council members an opportunity to review a project, ask questions, make suggestions, and express concerns prior to the formal processing of the application and the commencement of the Hearing Examiner process. Community Council members take no formal action at this time.

Courtesy public hearings are also held on proposed legislation, such as changes to the Comprehensive Plan. In this case, citizens have the opportunity to provide input to staff and elected officials in this informal setting. Such testimony does not take the place of an appearance before the Planning Commission, however.

If you wish to speak at a courtesy public hearing, sign your name on the sign up sheet and do as you would for "Oral Communications", i.e., stand up, state your name and address and present your views as briefly as possible. If you have no new information to be considered, simply say that you support or disagree with a previous speaker.

Public Hearing

State Statute allows the Community Council 60 days to approve or disapprove City Council ordinances or resolutions regarding land use matters within its jurisdiction. Disapproval means that the legislation does not apply within the Community Council service area, or that the project is denied. A public hearing is held before the decision is made. First, the staff makes a presentation and Council members ask their questions. Then the hearing is opened and the public is invited to comment. To speak, follow the procedures described above. Everyone who wishes to speak will have the opportunity to do so. After the last person has spoken, the hearing is closed. Then Council members discuss the issue and make their decision. The audience may not comment during the Community Council's deliberations unless invited to do so.

If you have any questions, feel free to call the City Clerk's office at (425) 452-6806.

Agenda

CITY OF BELLEVUE
EAST BELLEVUE COMMUNITY COUNCIL
Regular Meeting

Lake Hills Clubhouse
15230 Lake Hills Boulevard, Bellevue WA

Tuesday, November 7, 2017 6:30 - 8:30 PM

Page No.

1. Call to Order

2. Roll Call

3. Flag Salute

4. Communications: Written and Oral

5. Reports of City Council, Boards and Commissions

(a) Community Council Business and New Initiatives

6. Approval of Agenda

7. Department Reports

(a) Memo regarding Upper Kelsey Creek Stream Channel
Improvement Project
(For information only; no staff presentation)

1

(b) Affordable Housing Strategy Presentation
(Staff will be in attendance to provide information and answer any questions)

8. Public/Courtesy Hearings

(a) Courtesy Hearing: Complete Streets Comprehensive Plan
Amendment

3

9. Resolutions

10. Committee Reports

11. Unfinished Business

12. New Business

(a) Discussion Regarding Potential Future Agenda Items *

- Public Hearing – Prohibition of Safe Injection Sites
- PSE Presentation – Energize Eastside Update
- Larsen Lake Culvert Replacement project

****The future agenda items are not specific to any date. They will appear on the EBCC Agenda as they become ripe for discussion/action.***

13. Continued Communications

14. Executive Session

Potential Litigation – RCW 42.30.110(1)(i)
(Approximately 30 minutes)

15. Approval of Minutes

(a) Summary Regular Meeting Minutes October 3, 2017

13

16. Adjournment

MEMORANDUM

DATE: October 16, 2017

TO: Chair Capron and Members of the East Bellevue Community Council

FROM: Jerry Shuster, P.E., Senior Stormwater Engineer, 452-5206
jshuster@bellevuewa.gov
Utilities Department

SUBJECT: Upper Kelsey Creek Stream Channel Improvement Project

The purpose of this letter is to inform you of the Upper Kelsey Creek Stream Channel Improvement project. The project is located in the Lake Hills Greenbelt just east of Larsen Lake off of 148th Ave NE (see location map next page). Staff is currently in the final stages of design and permitting. Permitting should be completed in the fourth quarter of 2017. Design will continue through the end of 2017 and into the first quarter of 2018, with construction anticipated to occur the summer of 2018.

This project will replace five existing pipes (culverts), which carry Kelsey Creek under the pedestrian trail in the Larsen Lake Blueberry Farm area, with a wooden bridge. The purpose of this project is to improve creek flow under the trail and reduce the frequency of flooding of nearby residential and agricultural land. The project will also reduce maintenance requirements compared to the existing conditions.

The project objectives include:

- Replacing five existing undersized 18-inch diameter culverts with a bridge to improve hydraulics and reduce inundation of surrounding properties.
- Re-establishing approximately 36 linear feet of stream channel where the five culverts and fill are removed.
- Minimizing impacts to the environment, trail users, private properties, and public right of ways.



Existing culverts under the trail that will be removed and replaced with a bridge

The City is funding these improvements in part with a grant from the King County Flood Control District. A pedestrian detour around the construction site will be available to park users during the construction period which is estimated to be approximately six weeks.

This is the first of three planned projects on Kelsey Creek, between Lake Hills Blvd and Larsen Lake, designed to improve flow by replacing culverts with wooden pedestrian bridges.

Project Location



Google Maps

FIGURE 1
Site Vicinity Map
Upper Kelsey Creek Stream Channel Improvement Project
Bellevue, Washington



MEMORANDUM

DATE: October 12, 2017

TO: Chair Capron and Members of the East Bellevue Community Council

FROM: Kevin McDonald AICP, Senior Planner, 452-4558
kmcdonald@bellevuewa.gov
Transportation Department

Nicholas Matz AICP, Senior Planner, 452-5371
nmatz@bellevuewa.gov
Planning and Community Development

SUBJECT: Courtesy Public Hearing on Complete Streets Comprehensive Plan Amendment (17-109009 AC)

On November 7, the East Bellevue Community Council (EBCC) will hold a courtesy public hearing to consider the Bellevue City Council-initiated proposed Complete Streets Comprehensive Plan Amendment (CPA).

Courtesy public hearings are held on proposed legislation, such as changes to the Comprehensive Plan. In this case, citizens have the opportunity to provide input to staff and elected officials in this informal setting. Such testimony does not take the place of an appearance before the Planning Commission, however. The Planning Commission Final Review public hearing on this proposed CPA will be held on November 1. The Commission's recommendation, public testimony, and the comments of the EBCC will be conveyed to the Bellevue City Council before it takes up study (November 27) and action (December 11) on the 2017 CPA work program, including the Complete Streets CPA.

The EBCC will then take its review action under RCW 35.14.040 within 60 days of Bellevue City Council action.

I. PROPOSAL

The Complete Streets CPA proposes to amend the Transportation Element to fully support a Complete Streets program in Bellevue. Consistent with City Council direction, the Transportation Commission worked extensively to recommend amendments to seven existing policies in the Transportation Element, add narrative language, and create a new graphic call-out text box in the Comprehensive Plan (See Attachment A).

Permit Number: 17-109009 AC
Subarea: N/A
Address: Citywide
Applicant(s): City of Bellevue



Complete Streets

Complete Streets is a [national movement](#) intended to inspire communities to consider *all* modes of travel in the planning, design, implementation, maintenance, and operation of their transportation

systems. Cities use a Complete Streets framework to ensure safe, reliable mobility options and access for all modes and users of these systems.

The Washington State Legislature enacted Complete Streets legislation in 2011.

II. STAFF RECOMMENDATION

This Transportation Commission recommended proposal satisfies the Decision Criteria for a CPA.

Staff recommends approval of the CPA to: Amend the Transportation Element with Complete Streets policy amendments to more fully embed Complete Streets in Bellevue's street corridors and transportation networks by adding seven existing policies, narrative language, and a graphic call-out text box in the Comprehensive Plan:

- ✓ The proposed amendment is **consistent with the Comprehensive Plan** because it *reinforces a policy framework comprehensively articulating the completeness, connectedness, and resiliency of Bellevue's transportation system. This is an appropriate role for the Plan. It also enhances Bellevue's existing policy commitments to provide safe and reliable mobility options for people wherever they need to go throughout the city, whether they are walking, riding a bicycle, taking transit, or driving a car;*
- ✓ The proposed amendment **addresses the interests and changed needs of the entire city** because it *supports amending the Comprehensive Plan with policies that address identified gaps in Bellevue's approach to implementing Complete Streets—a national movement intended to inspire communities to consider all modes of travel in the planning, design, implementation, maintenance, and operation of their transportation systems;*
- ✓ The proposed amendment **addresses significantly changed conditions (since the last time the pertinent Comprehensive Plan map or text was amended)** because *although more people use Bellevue's transportation systems, affirming such commitment to provide safe and reliable mobility options for people wherever they need to go throughout the city whether they are walking, riding a bicycle, taking transit, or driving a car; such change has implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole given the 2016 adoption of Vision Zero CPA;*
- ✓ The proposed amendment **could be suitably developed** under the potential zoning classifications - *this criterion is not applicable to this policy recommendation;*

and

- ✓ The proposed amendment **demonstrates a public benefit** because it *supports fully embedding Complete Streets concepts and ethics into all aspects of street corridors and networks in Bellevue. The demonstrable benefits of such full embedding include measurable increases in community health indicators, measurable increases in operations and performance of such street corridors and networks, and leveraging a Complete Streets policy presence in the form of grant and transportation funding from sources outside of city government.*

III. BACKGROUND

On September 19, 2016, the City Council adopted [Ordinance No. 6308](#) to clarify how Bellevue currently addresses Complete Streets concepts and policy frameworks. The ordinance included an existing policy framework in the Pedestrian and Bicycle Transportation Plan and Transit Master Plan and 31 applicable policies in the Comprehensive Plan. This framework and these policies articulate the completeness, connectedness, and resiliency of Bellevue’s transportation system—key elements of the Complete Streets approach. The ordinance also affirmed Bellevue’s existing commitment to provide safe and reliable mobility options for people wherever they need to go throughout the city, whether they are walking, riding a bicycle, taking transit, or driving a car.

Ordinance No. 6308 included a new Complete Streets section in the Transportation Development Code (BCC 14.60), endorsed the NACTO Urban Street Design Guide for use by the city, and acknowledged the role of [previously adopted](#) Vision Zero concepts and policies in Complete Streets implementation.

Finally, the City Council used the ordinance in directing the Transportation Commission to close the loop on this assessment of the city’s Complete Streets readiness by reviewing and identifying complete streets policy gaps in the Comprehensive Plan. The Transportation Commission worked extensively to recommend amendments to seven existing policies in the Transportation Element, add narrative language, and create a new graphic call-out text box in the Comprehensive Plan which more fully explains how the Complete Streets Program works in Bellevue.

The Transportation Commission delivered its assessment and recommendation and, on March 20, the City Council initiated a CPA to fully embed Complete Streets into the Transportation Element.



IV. DECISION CRITERIA

The Decision Criteria for a CPA are set forth in the Land Use Code, Section 20.30I.150. Based on the criteria, Department of Planning and Community Development staff recommends **approval** of the proposed amendment. This conclusion is based on the following analysis:

A. There exists obvious technical error in the pertinent Comprehensive Plan provision, or

Not applicable to this proposal.



B1. The proposed amendment is consistent with the Comprehensive Plan and other goals and policies of the city, the Countywide Planning Policies (CPP), the Growth Management Act and other applicable law; and

The proposed amendment is consistent with the Comprehensive Plan because it provides a comprehensive policy framework articulating the completeness, connectedness, and resiliency of Bellevue’s transportation system and affirming Bellevue’s existing commitment to provide safe and reliable mobility options for people wherever they need to go throughout the city, whether they are walking, riding a bicycle, taking transit, or driving a car;

The Comprehensive Plan includes 31 policies that articulate key elements of the Complete Streets approach. Policies express a commitment in Bellevue to provide safe and reliable mobility options for people wherever they need to go throughout the city, whether they are walking, riding a bicycle, taking transit and/or driving a car.

[Transportation Element Goal](#): *“To maintain and enhance a comprehensive multimodal transportation system to serve all members of the community.”*

TR-4. *Incorporate transit-supportive and pedestrian-oriented design features in new development through development review.*

TR-20. *Manage the multimodal transportation system in a corridor approach within and across Mobility Management Areas.*

TR-21. *Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.*

TR-22. *Implement and prioritize transportation system improvements to meet the level-of-service standards and other mobility targets for all transportation modes, recognizing the range of mobility needs of each corridor and Mobility Management Area.*

TR-23. *Coordinate improvements and operations among travel modes and provide connections between modes.*

TR-24. *Incorporate pedestrian and bicycle facility improvements into roadway projects in accordance with the Pedestrian and Bicycle Transportation Plan.*

TR-25. *Incorporate transit/high-occupancy vehicle facility improvements in accordance with the Transit Master Plan and corridor studies.*

TR-26. *Increase system connectivity for all modes by providing for roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas.*

TR-27. *Design, implement, and maintain transportation system improvements and deliver transportation services and programs in accordance with the Americans with Disabilities Act (ADA).*

TR-30. *Establish multimodal level-of-service and concurrency standards and other mobility measures and targets for transportation corridors and in each area of the city in consideration of planned development patterns and mobility options.*

TR-32. *Utilize level-of-service standards for transportation corridors that reflect the range of available and intended mobility options.*

TR-33. *Utilize concurrency standards that consider the available and intended mobility options for transportation corridors, Mobility Management Areas and implementation and management priorities.*

TR-34. *Monitor the level-of-service for all modes and adjust programs and resources as necessary to achieve mobility targets and objectives.*

TR-48. *Employ intelligent transportation system technology and infrastructure to support the efficient movement of people and vehicles throughout the city.*

TR-51. Provide sufficient arterial rights-of-way to provide space for street trees and landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.

TR-52. Design arterials and streets to fit the intended character of the areas through which they pass.

TR-53. Maintain and enhance safety for all users of the roadway network.

TR-61. Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.

TR-73. Implement infrastructure and technology to support reliable transit arrival time and travel time along the frequent transit network.

TR-78. Develop and implement, in conjunction with the transit providers, an integrated way-finding system to facilitate transit ridership that incorporates principles of universal design and uses multiple languages.

TR-103. Promote and facilitate walking and bicycling.

TR-104. Incorporate pedestrian and bicycle facilities along with other mobility options in planning, developing and maintaining the transportation system.

TR-111. Consider the personal health benefits and the community environmental benefits of walking, jogging, and bicycling in pedestrian and bicycle project design and funding.

TR-116. Improve the opportunities for pedestrians to safely cross streets at intersections and designated mid-block locations.

TR-126. Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.

TR-139. Develop the transportation system in Bellevue to minimize environmental and neighborhood impacts, while addressing the city's long-term transportation and land use objectives.

TR-146. Consider neighborhood traffic and livability conditions and address potential adverse impacts of public and private projects during the planning, designing, permitting, and construction phases.

TR-147. Evaluate neighborhood impacts as part of corridor and subarea transportation studies.

Also, in the Urban Design Element:

UD-63. Ensure continuous and safe sidewalks wide enough to serve current and planned uses along arterials that are integrated with abutting land uses.

UD-66. Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.

UD-72. Work with the community to identify and develop a system of neighborhood greenways that offer safe alternative routes for pedestrians and bicyclists.

Growth Management Act

The proposed amendment is consistent with Growth Management Act urban growth planning goals encouraging development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner; and with transportation planning goals encouraging efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

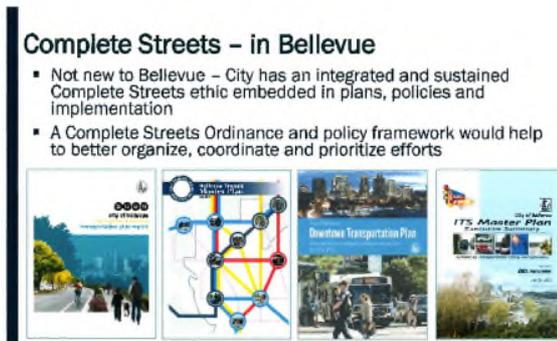
Countywide Planning Policies

The proposed amendment is consistent with the overall intent of the King County Countywide Planning Policies (KCCPP) to provide for an “efficient transportation system that provides multiple options for moving people and goods.” The Countywide Planning Policies also recognize that “Mobility is necessary to sustain personal quality of life and the regional economy. For individuals, mobility requires an effective transportation system that provides safe, reliable, and affordable travel options for people of all ages, incomes and abilities.” Specific KCCPP policies that address safety and mobility include the following:

- ***Policy T-1:*** *Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop a multi-modal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION 2040 and Transportation 2040 as the policy and funding framework for creating a system of Urban Centers and Manufacturing/Industrial Centers linked by high-capacity transit, bus transit and an interconnected system of freeways and high-occupancy vehicle lanes.*
- ***Policy T-9:*** *Promote the mobility of people and goods through a multi-modal transportation system based on regional priorities consistent with VISION 2040 and local comprehensive plans.*
- ***Policy T-12:*** *Address the needs of non-driving populations in the development and management of local and regional transportation systems.*
- ***Policy T-14:*** *Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility and avoid more costly replacement projects.*
- ***Policy T-19:*** *Design roads and streets, including retrofit projects, to accommodate a range of motorized and non-motorized travel modes in order to reduce injuries and fatalities and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists.*
- ***Policy T-21:*** *Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.*
- ***Policy DP-32:*** *Adopt a map and housing and employment growth targets in city comprehensive plans for each Urban Center, and adopt policies to promote and maintain quality of life in the Center through:...Planning for complete streets to provide safe and inviting access to multiple travel modes, especially bicycle and pedestrian travel;...*

B2. The proposed amendment addresses the interests and changed needs of the entire city as identified in its long-range planning and policy documents; and

The proposed amendment addresses the interests and changed needs of the entire city because it supports amending the Comprehensive Plan with policies that address identified gaps in Bellevue's approach to implementing Complete Streets. Existing policies, programs, direction and endorsements include the:



- *Pedestrian and Bicycle Transportation Plan (2009) that identifies and prioritizes projects to create a complete and connected bicycle system throughout the city; and*
- *Transit Master Plan (2013) that provides a basis to advance proposed capital projects for study, design, prioritization and implementation with the policy vision to provide efficient, useful, attractive service for most people, to most destinations, most of the time.*

Projects for each mode need not be

mutually exclusive, and the Complete Streets model that is supported by the recommended policies seeks to resolve potentially competing interests with a multimodal approach on a corridor basis.

B3. The proposed amendment addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was amended. See LUC 20.50.046 [below] for the definition of “significantly changed conditions”; and

Significantly changed conditions are defined as: Demonstrating evidence of change such as unanticipated consequences of an adopted policy, or changed conditions on the subject property or its surrounding area, or changes related to the pertinent Plan map or text; where such change has implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole. *This definition applies only to Part 20.30I Amendment and Review of the Comprehensive Plan (LUC 20.50.046).*

The proposed amendment addresses significantly changed conditions because there are more people using Bellevue's transportation systems, requiring a commitment to provide safe and reliable mobility options for people wherever they need to go throughout the city, whether they are walking, riding a bicycle, taking transit, or driving a car.

The proposal addresses significantly changed conditions where changes related to the pertinent Plan map or text have implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole given the 2016 Vision Zero CPA adoption.

Acting with Council direction, The Transportation Commission worked extensively to recommend amendments to seven existing policies in the Transportation Element, add narrative language, and create a new graphic call-out text box in the Comprehensive Plan to more fully embed Complete Streets in scoping, planning, designing, implementing, operating, and maintaining street corridors and networks in Bellevue.

- B4. If a site-specific proposed amendment, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications; and**

Not applicable to this proposal.

- B5. The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the city.**

The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the city because it supports fully embedding Complete Streets concepts and ethics into all aspects of street corridors and networks in Bellevue. The demonstrable benefits of such full embedding include measurable increases in community health indicators, measurable increases in operations and performance of such street corridors and networks, and leveraging a Complete Streets policy presence in the form of grant and transportation funding from sources outside of city government.

V. STATE ENVIRONMENTAL POLICY ACT

The Environmental Coordinator for the City of Bellevue has determined that this proposal will not result in any probable, significant adverse environmental impacts. A final threshold determination of non-significance (DNS) was issued on October 12.

VI. PUBLIC NOTICE AND COMMENT

Notice of the November 7 Courtesy Public Hearing before the EBCC was published in the Weekly Permit Bulletin on October 26.

Notice of the November 1 Final Review Public Hearing before the Planning Commission was published in the Weekly Permit Bulletin on October 12 and included notice sent to parties of record.

Pursuant to the requirements of the Growth Management Act, state agencies must be given 60 days to review and comment on proposed amendments to the Comprehensive Plan. A list of the 2017 amendments to the Bellevue Comprehensive Plan was provided to state agencies on September 18 for review.

VII. ATTACHMENTS

- A. Transportation Commission Complete Streets Policy Recommendation
- B. SEPA Threshold Determination

Bellevue Comprehensive Plan - Transportation Element Policy (Staff Recommendation January 26, 2017)

Complete Streets Narrative

The transportation system in Bellevue provides safe and reliable mobility options for people to travel throughout the city. A Complete Streets network enables equitable access for all people and all travel modes. Each street in Bellevue is unique, and each street must serve a range of users with a design that is compatible with the context of the corridor and community. Complete Streets may also create great places that encourage people to gather in public spaces.

The Transportation Element supports a complete, connected, and resilient multimodal transportation system. City staff incorporate Complete Streets best practices and consider all roadway users and all modes of travel as they scope project concepts, plan for alternative approaches, design the preferred solution, build the project, then maintain and operate the project.

A Complete Streets network approach provides access for all modes along convenient alternate routes in situations where it is not possible, practical, or desirable to incorporate facilities for all modes on a particular street

The Transportation Director maintains and updates a Transportation Design Manual that incorporates best practices to implement a Complete Streets approach, using design guidance from professional organizations such as the American Association of State Highway Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE), and National Association of City Transportation Officials (NACTO).

TRANSPORTATION ELEMENT GOAL “To scope, plan, design, implement, operate, maintain and enhance a comprehensive, multimodal transportation system to serve all members of the community.”

Mobility Management Section

TR-20. Manage Scope, plan, design, implement, operate, and maintain a complete and the multimodal transportation system in a corridor approach within and across Mobility Management Areas.

TR-22. Implement and prioritize transportation system improvements to meet the multimodal level-of-service standards, Complete Streets goals, and other mobility targets for all transportation modes, recognizing the range of mobility needs of each corridor and Mobility Management Area.

TR-23. Coordinate improvements and operations among travel modes and provide facilities to support people who are making connections between modes.

TR-26. Increase system connectivity for all modes by providing for roadway, vehicular, transit, pedestrian, and bicycling facilities connections to create a Complete Streets network throughout the city in newly developing and redeveloping areas.

TR-32. Utilize multimodal level-of-service standards for transportation corridors that reflect the range of available and intended mobility options.

Pedestrian and Bicycle Transportation Section

TR-104. Incorporate pedestrian and bicycle facilities along with other mobility options in scoping, planning, designing, implementing, operating ~~developing~~ and maintaining the transportation system.

Neighborhood Protection Section

TR-147. Evaluate neighborhood impacts and Complete Streets implementation opportunities as part of corridor and subarea transportation studies.

WHAT IS A COMPLETE STREET*

- **Roadway Users and Modes** – Complete Streets are for people of all ages and abilities walking, bicycling, and using public transit, and for those driving private automobiles, freight and delivery vehicles, and emergency vehicles.
- **Projects and Phases** – Complete Streets applies on the public rights-of-way and easements for all project phases including scoping, planning, designing, implementing, operating, and maintaining the transportation system.
- **Clear, Accountable Exceptions** – The conditions for granting exceptions are specific and require approval from the Transportation Director.
- **Network Connectivity** – Complete Streets promotes a comprehensive, integrated, connected network for all modes.
- **Design** – Complete Streets uses a best practices approach and practices balance and flexibility to accommodate the needs of all roadway users.
- **Community Context** – Complete Streets solutions complement the context of the corridor and surrounding community.
- **Performance Measures** – Complete streets performance is measured against adopted level-of-service standards and mode-specific plans.

**Adapted for Bellevue from the National Complete Streets Coalition*



DEVELOPMENT SERVICES DEPARTMENT
 ENVIRONMENTAL COORDINATOR
 450 110th Ave NE
 BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Kevin McDonald AICP

LOCATION OF PROPOSAL: 10777 Main St.

DESCRIPTION OF PROPOSAL: **Complete Streets** - 2017 Annual Amendments to the Comprehensive Plan, including a Work Program and proposed amendments to the Bellevue Comprehensive Plan for purposes of RCW 36.70A.130, assuring that the Plan continues to comply with the requirements of the GMA and including consideration of emerging local and regional needs, changes to state and federal laws, Bellevue's progress towards meeting GMA Goals, and whether the Plan is internally consistent. Amend the Transportation Element with Complete Streets policy amendments to more fully embed Complete Streets in Bellevue's street corridors and transportation networks by adding seven existing policies, narrative language, and a new graphic call-out text box in the Comprehensive Plan.

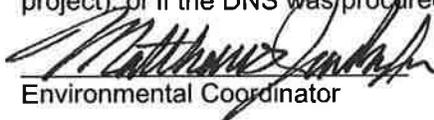
FILE NUMBERS: 17-109009 AC

PLANNER: Nicholas Matz AICP

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

- There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.
- This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. Only persons who submitted written comments before the DNS was issued may appeal the decision. This DNS is only appealable as part of the City's action on the amendment to the Land Use Code. In order to comply with requirements of SEPA and the State of Washington Growth Management Act for coordination of hearings, any appeal of the SEPA threshold determination herein will be considered by the Growth Management Hearings Board along with an appeal of the City Council's action. For information on how to appeal a proposal, visit the Permit Center at City Hall or call (425) 452-4188.
- This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5:00 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project); or if the DNS was procured by misrepresentation or lack of material disclosure.


 Environmental Coordinator

10/12/2017
 Date

OTHERS TO RECEIVE THIS DOCUMENT:

- State Department of Fish and Wildlife / Stewart.Reinbold@dfw.gov; Christa.Heller@dfw.wa.gov;
- State Department of Ecology, Shoreline Planner N.W. Region / Jobu461@ecy.wa.gov; sepaunit@ecy.wa.gov
- Army Corps of Engineers Susan.M.Powell@nws02.usace.army.mil
- Attorney General ecyolyef@atg.wa.gov
- Muckleshoot Indian Tribe Karen.Walter@muckleshoot.nsn.us; Fisheries.fileroom@muckleshoot.nsn.us

East Bellevue Community Council
Summary Minutes of Regular Meeting

October 3, 2017
6:30 p.m.

Lake Hills Clubhouse
Bellevue, Washington

PRESENT: Chair Capron, Vice Chair Kasner, Alternate Vice Chair Hummer, and Councilmembers Gooding and Hughes

ABSENT: None.

STAFF: Carol Helland, Code and Policy Director
Trish Byers, Code Development Manager
Terry Cullen, Comprehensive Planning Manager

1. **CALL TO ORDER**

The meeting was called to order at 6:33 p.m., with Chair Capron presiding.

2. **ROLL CALL**

Deputy City Clerk Karin Roberts called the roll. All Councilmembers were present.

3. **FLAG SALUTE**

Chair Capron led the flag salute.

4. **COMMUNICATIONS: WRITTEN AND ORAL**

Don Marsh, representing the Coalition of Eastside Neighborhoods for Sensible Energy (CENSE), spoke about Puget Sound Energy's Lake Hills Transmission Line project. CENSE has pointed out to the Washington Utilities and Transportation Commission (WUTC) that state law requires PSE to include planned transmission projects in its integrated resource plan. Mr. Marsh said PSE has never followed that code provision in its entire history of being regulated by the WUTC. He said PSE's new integrated resource plan will include the Lake Hills project and the Energize Eastside project.

Mr. Marsh said CENSE is taking steps to procure a study that would identify better solutions for the transmission line projects. He said the consultant used by the City, Exponent, declined to undergo the study for CENSE but recommended Northern Plains Power Technologies in South Dakota. The consultant's preliminary review stated that the key reliability limiting element in Bellevue's power system is at the distribution level and not with transmission lines. The

consultant suggested a possible alternative solution and noted the need for detailed circuit data from PSE to complete a full study. Mr. Marsh said CENSE is seeking donations from the public to facilitate the study.

Carol Helland, Code and Policy Director, said permits have not been issued to PSE for the Lake Hills Transmission Line project.

Councilmember Hughes recalled previous public comment that indicated PSE was up for sale. He clarified that the partnerships are maturing and PSE is selling the partnerships, potentially to the same parties. Mr. Hughes said it appears that the price of the partnerships has decreased since the last time they were sold.

5. REPORTS OF CITY COUNCIL, BOARDS AND COMMISSIONS

(a) Community Council Business and New Initiative

Councilmember Hummer said she attended the Planning Commission meeting to provide a report, as a private citizen, on the EBCC's September meeting. She commented to the Commission that she voted against EBCC Resolution 563 regarding the rezone of two Eastgate properties within the EBCC's jurisdiction, because she felt more time was needed for further discussion.

Ms. Hummer said she attended the recent PSE public meeting, which was attended by approximately 15 owners of properties that PSE is attempting to acquire. She was disappointed by the lack of information and empathy provided by the seven PSE employees at the meeting. She said it contrasted with the PSE staff who have provided professional and detailed information to the EBCC and its meeting attendees. She said the map presented at the meeting did not show the transmission line alignment, and the meeting ended with PSE's attorney indicating they would meet individually with property owners.

Ms. Hummer reported that she attended a public meeting at Bellevue College which included an update on upcoming construction projects. She said college officials repeatedly communicate that they do not have decision authority over projects by King County and the City of Bellevue around and through the campus. She also noted that she attended two City Council meetings and the opening of Sammamish High School.

Vice Chair Kasner attended the City Council candidate forum held by the Lake Hills Neighborhood Association meeting. He attended the Eastside Transportation Alliance meeting, during which Congressman Adam Smith spoke about transportation and completing improvements to I-405. Mr. Kasner said that Steve Marshall, the City's Transportation Technology Partner Manager, provided a presentation on autonomous cars. The third topic of the meeting was a discussion of the history of the Downtown Park.

Mr. Kasner said the story of the Downtown Park demonstrates what can be achieved with a strong vision and support from the Council, City staff, and the public. He thanked citizens for

their efforts on a number of issues over the years and said that public support is critical in implementing projects.

Councilmember Hughes attended the Lake Hills Neighborhood Association meeting and candidate forum. He also has been posting campaign signs.

Councilmember Gooding reported that he attended Sammamish High School's curriculum night.

Chair Capron said he attended the Lake Hills Neighborhood Association meeting. He said he and Vice Chair Kasner will hold a debate during the Lake Hills Neighborhood Association meeting on October 12.

6. **APPROVAL OF AGENDA**

Vice Chair Kasner moved to approve the agenda, amended to add Item 11(a), City Website Discussion. Councilmember Hummer seconded the motion, which carried by a vote of 5-0.

7. **DEPARTMENT REPORTS:** None.

8. **PUBLIC/COURTESY HEARINGS**

- (a) Public Hearing to consider approving City Council Ordinance No. 6366 relating to the Eastgate Land Use Code Amendment (LUCA) creating the Neighborhood Mixed Use (NMU) and Office Limited Business 2 (OLB 2) Districts.

Carol Helland, Code and Policy Director, introduced the three public hearing topics.

Terry Cullen, Comprehensive Planning Manager, presented the Eastgate Land Use Code Amendment (LUCA) that was created following the work of the Eastgate/I-90 Land Use and Transportation Study from 2010 to 2012. The citizen advisory committee (CAC) and the City Council previously approved the elements of the Eastgate LUCA. He described the creation of two new citywide zoning districts that could be applied to parcels in the East Bellevue Community Council's jurisdiction with a rezone: Neighborhood Mixed Use (NMU) and Office Limited Business 2 (OLB 2). He said the new districts were previously approved by the City Council and the EBCC with the 2015 Comprehensive Plan Update. The City Council adopted the Eastgate LUCA on August 7.

Mr. Cullen recalled that the EBCC held a public hearing on the legislative rezone of the two parcels in the EBCC jurisdiction that are affected by the LUCA: the Shell gas station and the Champions Centre. The purpose of the NMU district is to provide an area with a mix of retail, service, and residential uses, with an emphasis on neighborhood retail and service uses. It is designed to be compatible with nearby neighborhoods and is easily accessible from nearby offices and residential areas. The purpose of the OLB 2 district is to provide an area of integrated complexes containing offices, hotels/motels, eating and drinking establishments, and retail businesses. The OLB 2 district has greater intensity and a larger mix of uses than the OLB

district. Mr. Cullen said the Eastgate Business Park and Sunset Corporate Park have been rezoned to OLB 2.

Trish Byers, Code Development Manager, said the two new districts can be applied citywide with a rezone applied to a particular area or property. In the NMU district, non-residential uses will be located on the main level, and the upper floors will be residential units. Ms. Byers said the allowed building height in both the NMU and OLB 2 districts is 75 feet. However, in the transition area design district, within 300 feet of a single-family zone, the maximum height is 45 feet. Additional design requirements include a 20-foot buffer in many circumstances.

Ms. Byers said the density (floor area ratio, or FAR) is increasing from 0.5 to 1.0, so the buildings can be slightly larger. An exemption for providing affordable housing will be available. She noted that the future approval of a rezone for a specific parcel or area will be presented to the EBCC for approval or disapproval.

Responding to Councilmember Hummer, Ms. Byers said the NMU district is the area where the Albertson's store is located.

Councilmember Hughes questioned the difference between the redevelopment of the Lake Hills Village, with retail and residential uses, and the new NMU district. Ms. Helland said the Lake Hills Village shopping center is zoned as Neighborhood Business (NB) with a related concomitant agreement. She said a development agreement guided the redevelopment of the center. In further response, Ms. Helland said the NMU district allows more residential development than the NB district.

Responding to Ms. Hummer, Ms. Byers said car dealerships are allowed only in the areas that were zoned General Commercial (GC) before the Eastgate LUCA was adopted. Mr. Cullen said car dealerships are not allowed in the NMU or OLB 2 districts, but an exception was made for the existing GC parcels. Ms. Helland said the City Council wanted to ensure that a change in zoning did not result in a downzone of property.

Responding to Councilmember Hummer, Ms. Helland said auto retail sales are allowed on the RV park site. That site also allows multifamily housing, which might not be economically viable to develop at this time. Auto retail sales could occur as an interim use.

Responding to Vice Chair Kasner, Ms. Byers said the transit-oriented development (TOD) designation is specific to the Eastgate area (EG-TOD), while the other two districts apply citywide. Mr. Cullen noted that the zoning districts have extensive design guidelines that address public gathering areas, integrating the natural environment, architectural compatibility, and other aspects of development.

At 7:27 p.m., Vice Chair Kasner moved to open the Public Hearing. Councilmember Hummer seconded the motion, which carried by a vote of 5-0.

Don Boettiger questioned the relevance of the Eastgate LUCA to the EBCC's jurisdiction.

Ms. Helland said the creation of the NMU and OLB 2 districts are general zones that could be applied citywide. The Comprehensive Plan currently identifies locations for NMU and OLB 2 in the Eastgate Subarea. However, an individual could apply for a Comprehensive Plan Amendment (CPA) and a rezone to change to the NMU designation for a particular site or area. Ms. Helland said the EBCC always has jurisdiction over CPAs and general amendments to the Land Use Code.

Responding to Councilmember Hummer, Ms. Helland said there are no changes related to adult entertainment uses. She said the issue was litigated a number of years ago, and the code is governed by state law and constitutional rights. Ms. Helland said most of those businesses are conditional uses, and the permitting is subject to the conditions applicable to that use as well as standards and design guidelines. In further response to Ms. Hummer, Ms. Helland said the concomitant agreement applicable to the Lake Hills Village development goes back many decades.

Responding to Mr. Capron, Ms. Helland confirmed that the City no longer enters into concomitant agreements. There was an old agreement related to the Kelsey Creek Shopping Center as well.

Vice Chair Kasner said a potential 12-story building in the TOD area along I-90 is out of scale with the surrounding development.

At 7:35 p.m., Councilmember Hughes moved to close the Public Hearing. Councilmember Hummer seconded the motion, which carried by a vote of 5-0.

Chair Capron moved to approve Resolution 562, and the motion was seconded. The motion carried by a vote of 5-0.

Responding to Councilmember Hummer, Mr. Cullen said changes were made to the Transportation Element of the Comprehensive Plan as a result of the Eastgate study.

- (b) Public Hearing to consider approving City Council Ordinance No. 6368 imposing an interim official control regarding the permit process required to establish a homeless shelter and identifying the Land Use Districts where a homeless shelter may be permitted.

Ms. Helland said the City Council adopted an interim official control regarding the permit process required to establish a homeless shelter and identifying the land use districts where a homeless shelter may be permitted. The purpose of the ordinance was to separate the homeless shelter use from the transient lodging (hotel/motel use) category. She said the City Council determined that it was important to be transparent and clear about where and how homeless shelters will be permitted. The Council also chose to designate a homeless shelter as a conditional use.

Ms. Helland said the City Council held the required public hearing for the consideration of the interim official control, which will be in effect for up to six months. Staff will come back to the

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EBCC for a courtesy hearing and discussion regarding the formal process for implementing the permanent homeless shelter regulations. Over the next few months, the City Council will provide direction to staff regarding the scope of the permanent regulations, public outreach, and the timeline for implementing new regulations.

Ms. Helland presented a map identifying the areas in which hotel and motel uses are currently permitted under the Land Use Code. She noted the areas where a homeless shelter would be allowed under a Conditional Use Permit (CUP).

At 7:52 p.m., Councilmember Hummer moved to open the Public Hearing. Vice Chair Kasner seconded the motion, which carried by a vote of 5-0.

Linda Nohavec, representing the Eastgate Residents Committee (ERC), said the interim official control allows any homeless shelter to fall under the existing permitting process for a transient lodging (hotel/motel) use. She said the ERC is working with an attorney to demonstrate that a shelter is not properly classified as a hotel/motel use.

Ms. Helland said City staff believes that shelters can be permitted outright as transient lodging uses without the interim official control. The ordinance maintains the status quo in terms of where shelters are permitted to locate, but requires a CUP process for the benefit of the public.

Vice Chair Kasner expressed concern that the interim official control was adopted by the City Council in August for a process that was started three years ago. Responding to Mr. Kasner, Ms. Helland said it is unlikely that any organization or partnership will apply for a shelter CUP permit under the interim official control until permanent regulations are adopted. Mr. Kasner expressed concern regarding nonprofit partners acting as developers and working with the City to create projects, while the public is not involved in shaping the Land Use Code.

Councilmember Hughes questioned whether the City Council can postpone decisions on permanent regulations until the new City Council is in place. Ms. Helland said the Council could make that decision, but it is not contained in the interim official control ordinance. She said staff will not start working on permanent regulations until the City Council provides direction regarding the scope of the regulations, public outreach plan, and timeline for completing the work. Mr. Hughes would like the City Council to postpone its decisions until the new Council is in place in January.

Ms. Helland noted that the two locations in the EBCC jurisdiction that allow transient lodging are the Kelsey Creek Shopping Center and Lake Hills Village. Responding to Chair Capron, she confirmed that, without the interim official control, a shelter could be permitted outright without the benefit of a CUP process.

Mr. Capron observed that public comments regarding shelters often focus on concerns about public safety and criminal behavior. However, he stated that most homeless individuals are not bad people, just people that need help. He said there are residents throughout Bellevue who could become homeless due to divorce, addiction, or other crises.

Councilmember Hummer expressed concern regarding the timeline for shelter regulations. She said her husband served on the Eastgate/I-90 CAC which, along with the Planning Commission, did not discuss the potential for a shelter in that area. She stated that the shelter issue should have been addressed earlier.

At 8:08 p.m., Councilmember Hughes moved to close the Public Hearing. Vice Chair Kasner seconded the motion, which carried by a vote of 5-0.

Vice Chair Kasner moved to approve Resolution 564, and the motion was seconded. The motion carried by a vote of 5-0.

- (c) Public Hearing to consider approving City Council Ordinance No. 6369 imposing an interim official control regarding the prohibition of community health engagement locations, safe injection sites, and other uses or activities designed to provide a location for individuals to consume illicit drugs and Courtesy Hearing on whether the Interim Official Control should be made permanent.

Carol Helland, Code and Policy Director, presented the interim official control regarding the prohibition of community health engagement locations, safe injection sites, and other uses or activities designed to provide locations for individuals to consume illicit drugs. With Ordinance No. 6369, the City Council directed staff to prepare permanent regulations for formal action on October 16. Ms. Helland said King County announced plans to establish two safe injection sites, and the City Council wanted to send a clear message that it is not open to safe injection facilities in Bellevue.

Ms. Helland said this agenda item includes a public hearing regarding the interim official control provided by Ordinance No. 6369, as well as a courtesy hearing regarding the potential for a permanent ban on safe injection sites. The City Council held a public hearing on September 25, which was publicized in the blue permit bulletin and on social media. Notices were sent to parties who have indicated an interest in the shelter topic as well. Responding to Mr. Kasner, Ms. Helland said the EBCC hearing was noticed through the same channels.

At 8:14 p.m., Councilmember Gooding moved to open the Public Hearing. Vice Chair Kasner seconded the motion, which carried by a vote of 5-0.

Sandra Hughes noted that certain local businesses have expressed concern regarding discarded needles in and around their properties. She would prefer to have dirty needles in a safe place. While she is conflicted on the issue and is not condoning illegal drug use, she expressed support for safe injection sites.

Chair Capron said he would like to find an effective way to help addicts. However, he does not believe that safe injection sites are the right solution.

Councilmember Hughes expressed support for the Interim Official Control on safe injection sites to allow time for the City to study and develop permanent regulations. However, he is not ready to support a permanent ban.

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Councilmember Gooding expressed concern regarding the negative situation in Vancouver, B.C., following the implementation of a safe injection site. He spoke about visitors to Vancouver who report seeing drug users and drug dealers in the neighborhood around the site. He suggested amending the ordinance to change the words “community healthy engagement locations and safe injection sites” to “dangerously destructive, addictive, illegal drug abuse centers.”

Chair Capron said the EBCC does not have the option to revise the City Council ordinance. Mr. Gooding said the term “safe injection sites” is an oxymoron, and he expressed concern regarding the drugs that are being used.

Vice Chair Kasner said the City Council’s Interim Official Control was absolutely an emergency due to King County’s declaration that it would be placing safe injection sites in communities that do not object. He expressed appreciation that City staff were able to prepare the appropriate ordinances to allow the City Council to take immediate action.

Mr. Kasner noted the work of the King County task force on opioid use. He said that King 5 will be broadcasting a special program on the issue next week. He said the epidemic is crushingly bad in King County. Mr. Kasner said he wants to help people. He noted a letter to the editor which stated that we have safe injection sites, and they are called hospitals. Mr. Kasner opined that an established medical setting is more appropriate for this activity and for potentially being able to move individuals into treatment.

Councilmember Hughes said the current topic is the City Council’s Interim Official Control. He said the issue of a permanent ban on safe injection sites is a separate discussion.

At 8:22 p.m., Chair Capron closed the public hearing.

Chair Capron moved to approve Resolution No. 565 approving City Council Ordinance No. 6369 imposing an Interim Official Control regarding the prohibition of safe injection sites and other facilities or activities providing a location for the consumption of illegal drugs. The motion was seconded, and carried by a vote of 5-0.

Moving to the Courtesy Public Hearing, Councilmember Hummer moved to open the hearing to consider whether the Interim Official Control related to safe injection sites and similar locations or activities should be made permanent. Councilmember Hughes seconded the motion, which carried by a vote of 5-0.

Ken Seal expressed concern regarding the amount of money the City of Seattle is spending on its approach to addiction, and the lack of an effective outcome. He said individuals who are willing to accept help often resume illegal drug use following the limited treatment period. He said the way to help people is to help them stop their drug usage. He acknowledged the addictive nature of tobacco and alcohol as well. He said the experience of safe injection sites in Europe and Canada has not been positive and only enables the illegal drug use to continue. Mr. Seal said it is not possible to help individuals unless they want the help.

Councilmember Hughes expressed concern that the City will regret adopting a permanent ban, if that is the decision of the City Council. He believes a permanent ban may prevent the future implementation of facilities that would be better able to address addiction. He suggested that the issue is a prominent one due to the upcoming election. He expressed concern that a permanent ban would prevent the future establishment of a treatment center in an appropriate medical setting.

Mr. Hughes suggested that the public research the experience of safe injection sites in Vancouver, B.C., and in Europe. He acknowledged that the site on Hastings Street in Vancouver is horrible. However, he said mobile units traveling around the community have helped to reduce drug usage and to move certain individuals into treatment. He said the legalization of marijuana has not caused problems in Bellevue. He suggested that candidates for elected positions might be supporting the ban on safe injection sites to win votes.

Councilmember Gooding thanked Mr. Hughes for his comments. Mr. Gooding questioned the extent to which bad behavior should be accommodated. He suggested that areas enabling drug usage are likely to become places where drug usage is invited.

Councilmember Hummer said she recently spoke with a Bellevue Police Officer regarding this issue. He recalled the problems with violence and drug usage in the Crossroads area in the 1980s. Ms. Hummer said the Bellevue Police Department's response was to enforce the law and to also refer individuals to social services. She said the officer's perspective was that the City should take the same approach with homeless individuals and drug users.

Councilmember Kasner requested a human services report within the next year or two that provides data on the range of problems in Bellevue. That information would help the City to better understand how to move forward. Mr. Kasner said the City Council acted properly by adopting the interim controls and bringing the ordinance to the EBCC in a timely manner.

Chair Capron said the Interim Control Ordinance provides the opportunity for further study of the implementation of safe injection sites. However, he concurred with Mr. Hughes' reluctance to support a permanent ban. Mr. Capron expressed concern that the sites provide a facility for illicit drug use. He questioned whether it is appropriate to provide medical staff and to use public dollars to save lives while enabling continued drug usage. Mr. Capron observed that alcoholics and other addicts often need to hit bottom before they are willing to seek help. He noted he would prefer to not have safe injection sites and needle exchanges. However, he acknowledged that the government should take care of people suffering from addiction.

Mr. Hughes said one benefit of the needle exchange sites is preventing the spread of disease.

Sandra Hughes said her understanding was that safe injection sites are intended to provide safe needles for drug users, which she supports. She expressed concern regarding the impact on businesses who find needles in their restrooms. She would like safe injection sites to reduce the instances of finding needles in public places. She would like to know the economic and social impacts of not providing safe injection sites.

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Vice Chair Kasner said the County task force on the opioid crisis included dozens of professionals who determined that safe injection sites are one tool in addressing the problem. He said the task force made many recommendations. However, this is one of a few that are receiving the most attention from the public.

Aaron Lawrenson questioned the use of needle exchanges. Councilmember Hughes said there are different types of needle exchanges. In some countries, individuals are given clean needles. In other countries, individuals are given needles and the illicit drug, provided the drug is used at the facility. Mr. Hughes said this conversation is about providing clean needles.

Chair Capron said the needle exchanges originally provided a clean needle in exchange for a dirty or used needle. However, it has moved to providing clean needles regardless of whether an exchange occurs.

Irene Fernandes said she believed needle exchanges were introduced in response to the AIDS crisis. She said medical personnel at safe injection sites are prepared to resuscitate individuals who overdose. Responding to Councilmember Hughes, she agreed that the sites likely offer referrals for treatment. Chair Capron and others noted it is unclear whether the sites provide an avenue to treatment.

Don Boettiger said the use of hospitals and medical offices would provide many sites throughout the community instead of centralizing the activity in one location. Chair Capron suggested that such an approach would avoid the situation in Vancouver in which many drug users are concentrated in one part of the city.

Responding to the Council, Ms. Helland said she was taking notes on the EBCC conversation. She acknowledged that, while the EBCC supports the Interim Official Control, there are concerns regarding a permanent ban on safe injection sites. She noted suggestions from certain individuals that there should be further study of the effectiveness and impacts associated with safe injection sites, including impacts on local businesses.

Councilmember Hughes concurred with Mr. Boettiger's comments regarding existing medical facilities. Mr. Hughes said there is not a need to build a new facility to hand out needles. He said it would be good if the ordinance could provide information about where drug users can go for treatment.

Vice Chair Kasner encouraged an enhanced focus on the County task force's report and on defining the problem and the steps for moving forward. He said that, just as we do not want traffic fatalities, we also do not want fatalities related to illegal drug use. However, he believes more information and analysis is needed to determine the best way to approach the problem. He said the region should define the problem before adopting solutions.

At 8:49 p.m., Chair Capron closed the Courtesy Public Hearing. He thanked Ms. Helland for her report and work on this issue.

Responding to the Council, Ms. Helland said the City Council anticipates a final decision on October 16 regarding the permanent regulations for safe injection sites. She said her notes include comments heard tonight regarding concerns that more study is needed before adopting a permanent ban.

Responding to Ms. Hummer, Ms. Helland said she will forward the EBCC's comments to the City Council.

Mr. Boettiger said he would like to see a permanent ban on safe injection sites, except at traditional hospitals and medical facilities.

Councilmember Hummer recalled that Mayor Stokes previously commented that the City Council would hear a report from the EBCC regarding its perspectives. Ms. Hummer said that attending the City Council meeting would be a good way to provide a summary of the EBCC's discussion.

Councilmember Hughes suggested that Councilmember Gooding take the EBCC's comments to the City Council.

Chair Capron said the EBCC did not decide anything during this Courtesy Public Hearing.

Ms. Hummer clarified that her suggestion is for someone to communicate how the EBCC voted on all three resolutions and the substance of the conversation tonight.

Councilmember Kasner concurred with the suggestion to send Councilmember Gooding to the City Council meeting.

Chair Capron said he will provide a report of the EBCC's discussion to the City Council on October 16.

9. **RESOLUTIONS**

- (a) Resolution No. 562 approving City Council Ordinance No. 6366 amending the Land Use Code to approve the Neighborhood Mixed Use (NMU) and Office Limited Business 2 (OLB 2) Districts and associated use tables, dimension tables, development standards and design guidelines.

[See above.]

- (b) Resolution No. 564 approving City Council Ordinance No. 6368 imposing an interim official control regarding the permit process required to establish a homeless shelter and identifying the Land Use Districts where a homeless shelter may be permitted.

[See above.]

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- (c) Resolution No. 565 approving City Council Ordinance No. 6369 imposing an interim official control regarding the prohibition of community health engagement locations, safe injection sites, and other uses or activities designed to provide a location for individuals to consume illicit drugs.

[See above.]

10. **COMMITTEE REPORTS:** None.

11. **UNFINISHED BUSINESS**

- (a) City Website Discussion

Vice Chair Kasner said he would like the EBCC minutes on the City's website to go back to 2010.

Deputy City Clerk Roberts said she posted the missing 2014 agendas and meeting minutes and revised some of the language on the web page. She noted that the City Council is currently the only body with agendas and minutes posted back to 2010 on the new City website. However, she is working with the website team to attempt to advance the EBCC's request.

Councilmember Hummer said there is upcoming parliamentary procedure training for Boards and Commissions, and she would like to receive the training as well. Mr. Kasner said he would like to be informed about other training for Boards and Commissions. He noted that he participated in the City's cultural diversity training.

Ms. Hummer noted that the City's old website included a section on EBCC Land Use Matters. If that cannot be restored, she suggested providing links to information relevant to East Bellevue (e.g., Puget Sound Energy projects, Eastgate Land Use Code Amendment, public hearings, Sammamish High School construction, Bellevue College activities, City projects, etc.).

12. **NEW BUSINESS**

- (a) Discussion Regarding Potential Future Agenda Items
 - Affordable Housing Strategy Presentation
 - Larsen Lake Culvert Replacement project

Deputy City Clerk Roberts said the affordable housing presentation will be in November. She forwarded the EBCC's August meeting minutes to staff to let them know in advance what the EBCC's questions are and what requested information they would like to see in the presentation. A memo on the Larsen Lake project will be included in the November packet.

Councilmember Hummer said she would like more information on Larsen Lake. She said the wetlands north of the lake are part of Kelsey Creek and are connected to King County parcels, private property, and multifamily development. Chair Capron said the project under discussion is only a culvert.

Ms. Roberts said a Courtesy Hearing on the Complete Streets Comprehensive Plan Amendment (CPA) will be held during the November EBCC meeting.

Ms. Roberts said Puget Sound Energy (PSE) staff offered to provide an update on the Energize Eastside project in November or December.

Vice Chair Kasner noted that the November meeting falls on Election Day, and that the EBCC has typically cancelled or rescheduled their meetings when that has occurred in the past. Since the EBCC decided to move forward with the November meeting, he suggested that a shorter meeting would be better. Mr. Kasner suggested deferring the PSE update to December.

Ms. Hummer opined that affordable housing issues will likely be important for East Bellevue. Chair Capron confirmed that the topic is scheduled for the November meeting.

Vice Chair Kasner said he would like information on the Human Services Needs Update in the future.

Councilmember Hughes noted a previous discussion identifying three issues for which the EBCC would like more information: adult family homes, protecting parks from non-park development, and the affordable housing strategy.

13. CONTINUED COMMUNICATIONS

Don Boettiger questioned the City's plans for Kelsey Creek between Main Street and NE 8th Street. He said the stream has been neglected and beavers have built dams, which has raised the water level.

Councilmember Kasner suggested that the City's Stream Team could provide information on the creek.

14. EXECUTIVE SESSION: None.

15. APPROVAL OF MINUTES

(a) Summary Minutes of the August 1, 2017 Regular Meeting

Councilmember Hughes referred to page 204 of the packet, which states: "Deputy City Clerk Roberts said the app is used daily by the public to report issues throughout the community. She will send the usage statistics to the EBCC." Ms. Roberts said she believed she sent that information to the EBCC, but she would double-check her email.

Vice Chair Kasner moved to approve the minutes of the August 1, 2017 Regular Meeting. Councilmember Hughes seconded the motion, which carried by a vote of 5-0.

(b) Summary Minutes of the September 5, 2017 Regular Meeting

Councilmember Hughes referred to page 211 of the meeting packet and reminded the Council of Chair Capron's statement that he would request an update from PSE for November 7. Vice Chair Kasner noted that the Council decided tonight to defer that update to December.

On the same page, Mr. Hughes noted the statement from the Islamic Center of Eastside representative that it would be helpful if the EBCC would express its support for the center's construction project to the City Manager and City Council. Mr. Hughes questioned whether that had been done.

Vice Chair Kasner said City staff shared that communication with the City Manager. Mr. Kasner suggested that perhaps Chair Capron could comment to the City Council on that topic on October 16.

Councilmember Hummer referred to page 213 of the meeting packet, which states that she commented that Bellevue College is interested in a bus line through campus. She said the college is not interested in a bus line. Vice Chair Kasner said Bellevue College is concerned about the weight of the buses on the college's asphalt roads.

Councilmember Hughes referred to page 217 of the meeting packet and questioned whether Terry Cullen provided more information on the notification process for City Council Ordinance No. 6367, which addresses the rezone of the two Eastgate parcels in the EBCC jurisdiction.

Councilmember Hughes moved to approve the minutes of the September 5, 2017 Regular Meeting. Councilmember Gooding seconded the motion, which carried by a vote of 5-0.

Vice Chair Kasner suggested determining a way to track requests and action items raised during each EBCC meeting.

Referring to the discussion above of the August minutes, Chair Capron said Ms. Roberts provided the requested statistics on the City's app usage the next morning after the EBCC meeting to the entire Council.

16. ADJOURNMENT

Councilmember Hughes moved to adjourn. The motion was seconded by Vice Chair Kasner and carried by a vote of 5-0.

At 9:26 p.m., Chair Capron declared the meeting adjourned.

Karin Roberts, CMC
Deputy City Clerk

/kaw

